ADVENTUROUS RAILROADING AND RAIL HOBBIES

RAILROAD

MAGAZINE

$1.50 NOVEMBER 1978

COMPUTERS DON'T RUN EVERYTHING

BLACK SMOKE BY ROCKWOOD T. ROBERTS

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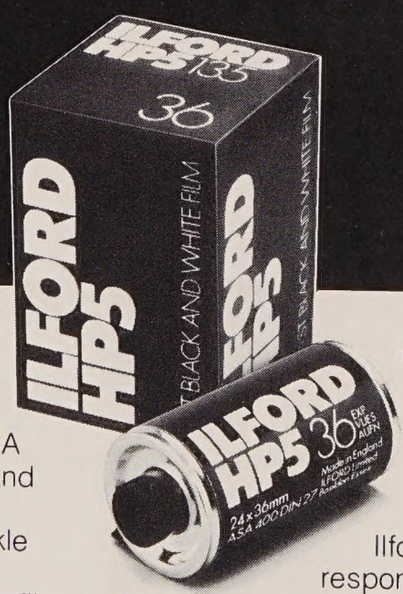
Announcing a major breakthrough in black and white film



It had to happen eventually.

It had to happen because today's professional and serious amateur photographer has a clear-cut need for a 400 ASA black and white film with improved grain and consistently excellent tonal quality.
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Now you're ready for HP5.

ILFORD

RAILROAD Magazine

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Photograph by James Bradley

Loading a 2-6-2 lumber-road woodburner at Fisher, La., in 1963.

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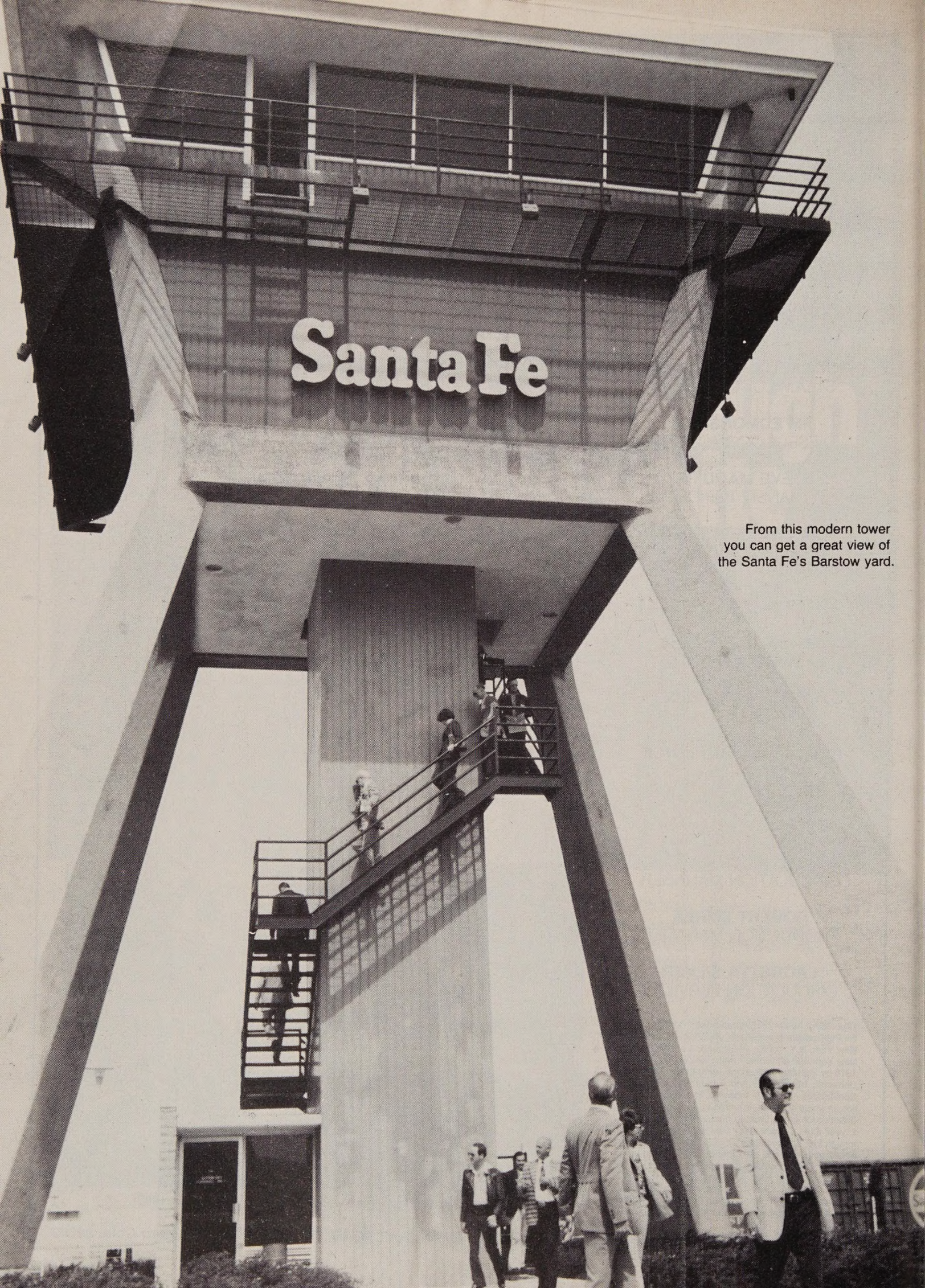


From this modern tower you can get a great view of the Santa Fe's Barstow yard.

THE MAIL CAR where editors and readers meet

THIS MONTH'S front cover is a glimpse of the Union Pacific's new automated Hinkle Yard at Hermiston, Oregon—the greatest freight classification yard in the Northwest, details of which are explained in our lead feature article, "Computers Don't Run Everything." The color-shot and article were supplied Ed Trandahl, editor of *Union Pacific Info,* on behalf of the UP.

And on our back cover is another impressive night scene: "Sunset on the Santa Fe Rails near Argentine, Kansas," courtesy of the Atchison, Topeka & Santa Fe Railway.

Our Monthly Newscast

MILWAUKEE ROAD has begun negotiations with the Union Pacific aimed at selling off segments of the bankrupt road's lines between Butte, Mont., and the Pacific Northwest. Stanley E. G. Hillman, court-appointed trustee for the Milwaukee, said the company can no longer afford to operate as a transcontinental link.

A POLICE CAR blocked the Chessie System (B&O) mainline at Parkersburg, W. Va., after a locomotive engineer had refused to leave his cab to accept a parking ticket for blocking a crossing. A railroad official eventually showed up, the ticket was issued, and the train was allowed to continue on its run across the Ohio River bridge.

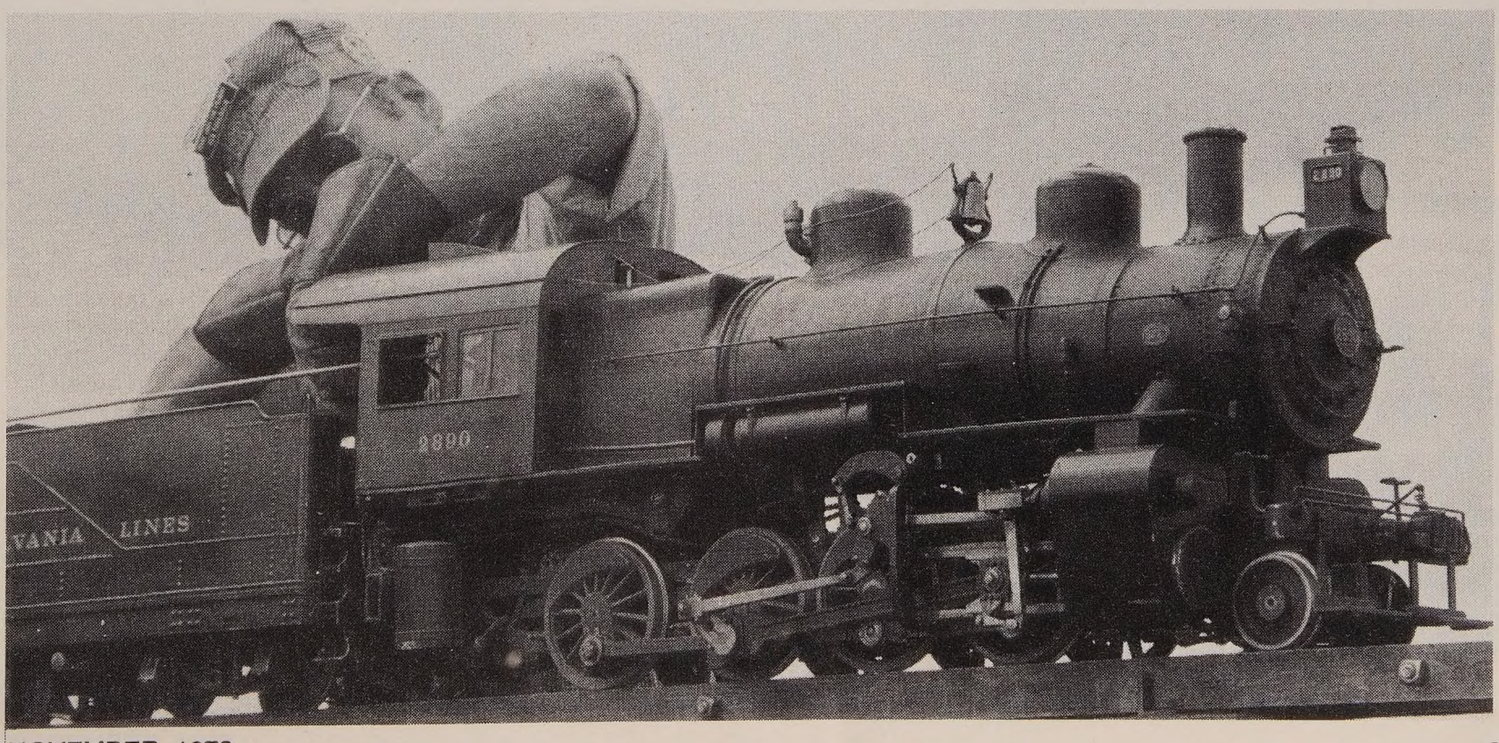
WHEN SPARKS FLEW and smoke was coming from the rear cars of an Illinois Central Gulf commuter car its 800 passengers panicked. At least 8 were injured by jumping off the train to a four-foot drop. IC officials explained that the pantograph—the connector between the train and the wire—was snagged and tore down a mile of wire, which touched the last of the train's ten cars. The roof burned through, causing a 1,500-volt shock which knocked out the electrical system.

CONRAIL has installed warning lights on its bridge across Niagara River between Tonawanda Island and River Road in North Tonawanda, N.Y., on orders from the U.S. Coast Guard. And investigation into the drowing of a Niagara Falls woman swept into the river when her cabin cruiser hit the railroad bridge found the three mandatory red warning lights missing.

UNION SPOKESMEN told a Congressional committee that poor management at Conrail is costing taxpayers millions of dollars a year in additional subsidies for the freight railroad. In one case, a train crew was said to have been transported more than 100 miles by taxicab to its train before beginning the work day.

In the Fort Wayne, Ind., area alone Conrail spends $165,000 a month for taxicab service, said Richard F. Morrett, Jr., an engineman and member of the United Transportation Union. According to Albert A Terriego, vice president of the Transport Workers Union, Conrail makes extensive use of outside contractors to perform work that could be done less expensively with railroad-owned equipment. In some cases, he said, Conrail winds up paying even though no work is performed.

Live-steam enthusiast Ken Parkinson loves his handsome one-inch-gage 2-8-0.



Interesting Railfan Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454

CONRAIL will construct an automated covered-hopper-car cleaning and repair facility at Northumberland, Pa. This plant, to be built over 17 months, will provide for the cleaning of more than 7,000 cars a year.

THE ICC HAS rejected Southern Railway's bid to drop its *Southern Crescent,* ordering the road to keep the money-losing train in operation for another year. The decision could move the route one step nearer to a takeover by Amtrak, the National Railroad Passenger Corp. Amtrak has been negotiating to acquire the operation, which runs between Washington and New Orleans via Atlanta, but so far it hasn't been able to agree on terms with the Southern.

MAINE CENTRAL has ordered 300 new 50-foot boxcars. The order is in response to increased shipping due to Maine paper-mill expansions completed in 1977 and other paper-mill projects scheduled for the rest of this year and the next. The new cars will be of single-sheath design with roller-bearings, nailable steel floors, special cushioning devices, and lading strap anchors.

NORTH AMERICAN CAR CORP. has expanded its nationwide railcar service network with the addition of a new railcar repair shop located at Mira Loma, California. The company now operates 10 repair shops in the U.S. and Canada.

TANK CARS, which began long ago as carriers of oil or water, now serve industrial plants in many ways. Some supply the raw materials needed to maintain process streams. Others deliver cooking oils, detergents, fertilizers, and fuels—the vital products we use every day. To obtain the specialized tank car needed, shippers usually rely on sources such as Union Tank Car Company.

VISITORS to the Ohio State Fair this year were entertained by the simulated shock of a train automobile accident. Seated in a battered car at the Ohio "Operation Lifesaver" exhibit, they saw a speeding train approach through a side window of a car, watching as helpless passengers while the driver made the mistake of trying to beat it, and then experienced the trauma that over 800 Ohioans felt last year when they met trains at crossings—the costly realization that they shouldn't have ignored safety warnings.

The exhibit opened a six-month campaign to cut Ohio's crossing death toll. In 1977, the state had 50 fatalities and 513 injuries at grade crossings. The shock program at the fair was presented because drivers take chances in

Black diamonds bound for tidewater. Long CP Rail coal unit train winds its way southward up the snow-covered Columbia Valley just south of Golden, B.C., in 1975.

crossing tracks despite warning signs, flashers, and even gates.

Don't Build a Tunnel!

ANSWERING Robert E. Niebuhr's letter in your August issue, I would like to refute his contention concerning the necessity for a freight tunnel across New York Harbor. An endeavor of this sort would easily cost more than $1.5 billion.

The Brooklyn Eastern District Terminal Railroad (BEDT), with its vast experience in car float operations, took over from Conrail the float bridge operations in Greenville, N.J. With New York Dock Railway (NYD) being one of BEDT's biggest customers, their overland connection at the 65th Street terminal will link Conrail with southern New England via the Hellgate Bridge. Each railroad has two tugboats and many carfloats and could handle three times the volume of business they now do. The New York State Department of Transportation has given NYD a capital grant of $12.9 million for improving the Bay Ridge line to reinstitute service from Greenville to Long Island and southern New England.

"Right now" is *not* the time to build a tunnel, but to support NYD, BEDT, and Conrail in their efforts to improve services to these areas—Joseph S. Roborecky, General Chairman, Brotherhood of Locomotive Engineers, 33-43 Crescent St., Astoria, N.Y. 11106.

Lab-on-Wheels

THE TECHNICAL CENTER of the Association of American Railroads in Chicago is home base for a sleek, 85-foot car which might belong to a passenger train. But the lettering on its side suggests what it really is. One glimpse of the interior confirms this.

The AAR-100 is a mobile laboratory that measures the interactions of rolling stock and its components with the environment in which they function. It is placed near the car or locomotive being studied. Measuring devices attached to the equipment being tested send electrical signals through multi-wire cables to a minicomputer in the research car. This converts the signals into digital data recorded on magnetic tape. Later, the tape is played back and analyzed.

The AAR-100 can easily accommodate a crew of up to seven persons. It is self-contained, relying only for motive power on the train in which it travels, and is equipped with sleeping quarters, lavatory facilities, shower, kitchen, a potable water supply, and its own heating and air-conditioning systems. Electrical power for the AAR-100 is supplied by a 50-kilowatt diesel-driven generator. A typical crew includes a test engineer, two mechanical technicians, several instrumentation specialists, and a computer operator.

The Personality Parade

THE ASHES of engineer Keith Dean lie buried at Eveleigh, N.S.W., NSW, Australia, where he first reported for work 28 years ago. The 46-year-old driver was killed when he fell under the wheels of his train as he stepped from the footplate to the platform at Albion Park, near Wollongong. The burial at Eveleigh Railway workshops, attended by fellow workers, was made at the victim's own request.

MOTORIST LISA M. COMILLA, 20, was injured when her automobile struck the side of a Chessie System freight train after she had driven around the protective crossing gates on Main Street in Bradford, Pa., at 3:35 a.m. in an effort to beat the train. Personnel at the hospital where she was treated for head injuries and cuts complained that the girl gave them "a hard time." Police arrested her for disorderly conduct.

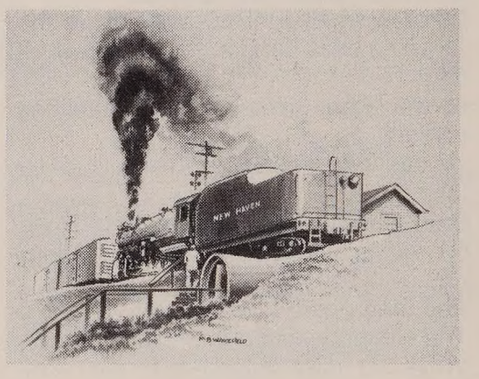
GUS D. HOLABECK has just retired from the Johnstown, Pa., plant of Bethlehem Steel, after a railroad-car engineering career of more than 42 years. He was instrumental in developing some very successful equipment, including variations of flatcars for piggyback, container, and auto-rack service and, most recently, "BethGon Coalporter," a 100-ton, high-capacity, lightweight gondola for unit coal trains.

DAVID ROSE, the conductor-composer who wrote "Holiday for Strings," has been a railroad scale modeler for 30 years or so and has 10 replicas of famous old steam locomotives in his home at Hollywood, Calif. His collection of miniature steam locos is said to be one of the nation's largest.

RAFAEL W. DEMORO, California rail historian, contributor to our magazine, and father of *Interesting Railfan* Harre W. Demoro, is dead at age 77. Beginning in 1918, he took more than 20,000 shots depicting California and Nevada railroad history. He also founded the Calif.-Nevada Historical Society and the Golden State Historical Society.

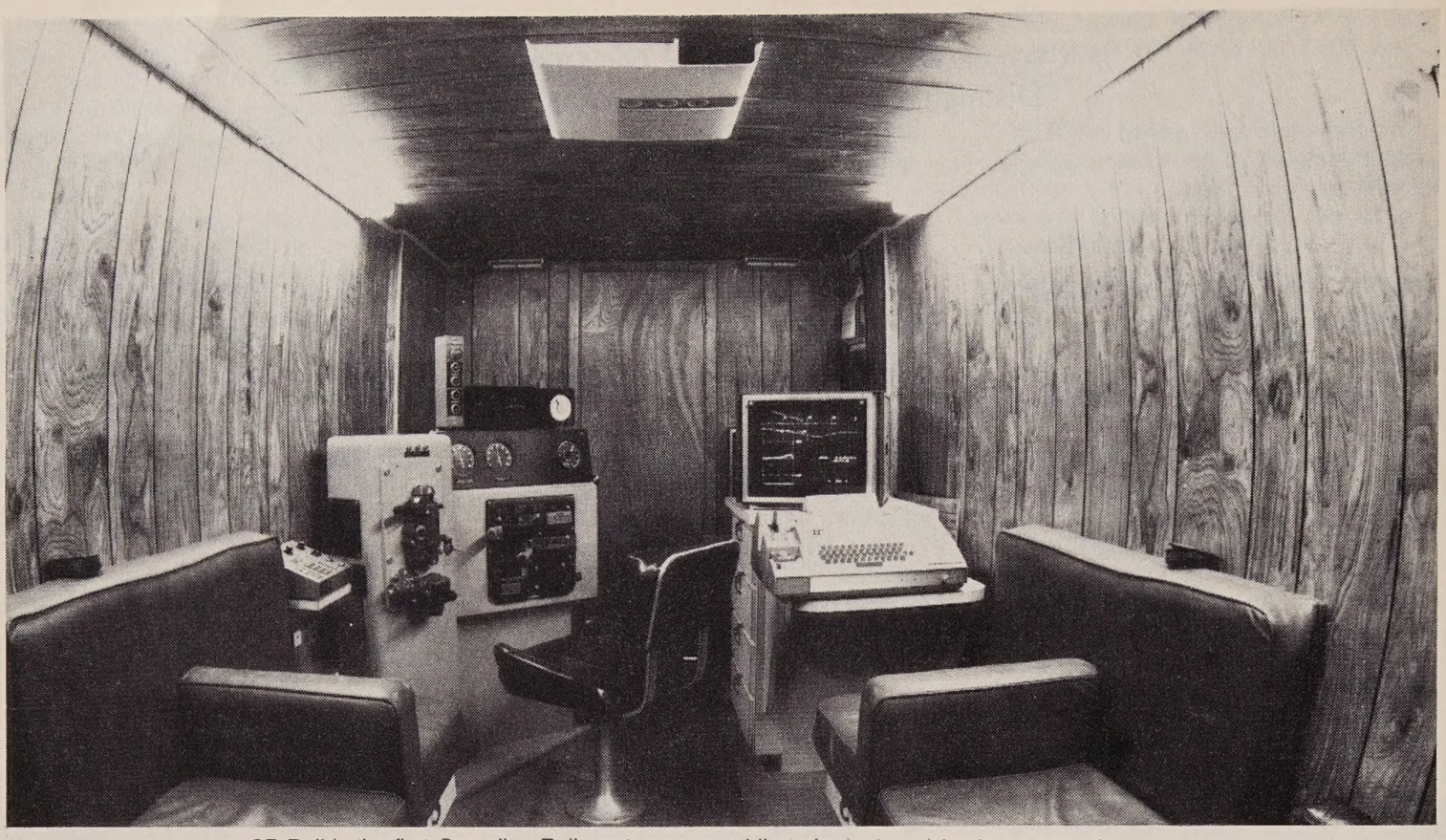
BESSIE STEPHENS, widow of Alfred Stephens, former manager of Brisbane's Tramway Co., may be the oldest woman in Australia. She recently celebrated her 108th birthday in her flat in New Farm Brisbane with her family. Although Australia's Registry Offices record births and deaths, they don't keep track of longevity. The Australian Bureau of Statistics reports 527 Australians are over 99 years old.

DEATH, which holds a pass-key to all doors, has come to an old friend, George Gale of Olympia, Wash., boomer, adventurer, and long-time contributor to this magazine.



Views and Reviews

RECENT ISSUES of *Railroad Magazine* are setting a new high quality. The covers are Rembrandts of railroad photography and the color pictures inside are sharply reproduced and exciting. Your black-and-whites, too, thrill me because many are large and dramatic. Postcard and smaller size photos don't do anything for me. Your lissome lassies are too much on the young side, but add to the magazine's appeal. I wish, though, that more men were listed in *Pen Pals Wanted*. I am still writing to my first pen pal, whose name you published six years ago.—Harry L. Crook, 5342 Fairview Blvd., Los Angeles, Calif. 90056.



CP Rail is the first Canadian Railway to use a mobile train analyzer/simulator to teach train-handling techniques to enginemen. This unit travels by road and is capable of visiting all areas in the CP system.

"MIDNIGHT CROSSING," a poem by John J. Morris, 4300 Cascade Rd. S.W., Atlanta, Ga. 30331, follows:

Moonlight glows on the gates
While a small light rises far down the rails;The bells bang a boisterous warning
As the beam gives way to a deafening scream
Of dashing diesels rocketing a silver tube
Broken with frames of seats and faces
Skimming across the earth in a glorious roar.
And then gone.
The clappers sound their last
While the noise fades like an old memory,
And the call of the chimes
Becomes a charm in the distance.

AN ANT ONCE STOPPED a train. This may sound far-fetched, but on the Southern Ry. near Bearden, Tenn., in 1930, No. 41 was halted by a red board. Investigation revealed that the relay contact was held off position by a large red ant!

THOMAS T. TABER III of Muncy, Pa. 17756, collaborating with Walter Casler and Benjamin F.G. Kline, Jr., has authored a 9-page booklet, 8½x11", entitled *The Logging Railroad Era of Lumbering in Pennsylvania,* subtitled A History of the Lumber, Chemical Wood, and Tanning Companies Which Used Railroads in Pennsylvania, illustrated with a map and charts.

"Seven or eight years ago," Taber writes to us, "I sent you the first booklet of the series of 13 we contemplated doing on Pennsylvania logging railroads. The project is now done. This latest publication is the preface booklet. Of the 370 railroads we ultimately wrote about, some 100 were incorporated or carried a railroad name on the engine. They probably used about 600 locomotives. Many engines ran on more than one railroad, on about 5,000 miles of track, of which all but about 10 miles are now torn up. The complete set consists of three bound volumes, 1,400 pages, selling at $75."

RECENTLY you featured the "Ma & Pa" railroad in *Photographs of the Month*. In addition to the turntables in York, Pa., and Baltimore, Md., there was one in Delta, Pa., which you failed to mention. The Delta table was used to turn engines on the Peach Bottom branch. This "armstrong" type can still be seen in Delta. The York turntable was filled in with dirt in September, 1976, and tracks have been laid over the landfill running to the enginehouse. Apparently, the Baltimore table has been removed. The enginehouse now stores salt and sand for road crews and is in good condition, although the turntable was, probably removed and sold for scrap. I'd like to hear from anyone interested in the Ma & Pa.—H. Wayne Norman, 2012 Emmorton Rd., Bel Air, Md. 2014.

Canada Heard From

ESQUIMALT & NANAIMO train No. 2 has been using two RDC's. The second car became necessary when passenger loads grew heavier, thanks to a local citizens group of railfans, railroaders, and provincial and municipal leaders. CP Rail has kept a very low profile and done little to publicize this fine service. A local milk company does much to advertise the trains (and their cows) on TV and radio commercials. CP Rail wants to take the train off and has been given permission to do so on Dec. 13th; but British Columbia province could fight the abandonment in the courts. Possibly "the little train that couldn't die" will be with us next year and, we hope, for many years to come.

Trains 1 and 2 have had about 2000 passengers per week and, for the first time since 1931, the E&N is new operating Sunday trains. The new Via Rail Canada rate structure, much lower than the old CPR rates, has a lot to do with the recent increase in passengers. Two or more people traveling as a groupget a 25 percent discount. For larger groups the cost per individual is even less. This is quite an incentive to ride the rails.—David Willkie, 595 Leaside Ave., Victoria, B.C., Canada V8Z 2K9.

CP RAIL, with 9,956,000 gross ton-miles, shattered all Canadian records for the monthly movement of total rail tonnage—the most in its 97-year history. A gross ton-mile measures total

tonnage and distance and is used to gage total amount of work performed. The figure includes freight and passenger trains. Until now, the record was 9,652,000 set in May, 1977. The new record is attributed to heavy transport of potash, coal, iron and steel products, grain, and petro-chemicals.

THE Grand Trunk Railway collision you pictured in June issue took place in early September, 1904, at the southern end of Richmond, Quebec. The house shown in the background still stands at the southern end of the town. On the left is a special passenger train running from Richmond to the county fair at Sherbrooke, Quebec, 25 miles south of Richmond. Your picture and other photos of the wreck can be seen at the museum of the Richmond County Historical Society at Melbourne, Quebec. For more information, contact me.—John Fuller, 5550 Queen Mary Road, Apt. 8, Montreal, Que., H3X 1V9, Canada.

WHEN I WAS a fireman and spare engineer on the Canadian Pacific in the 1920s, no mechanical stokers were operating regularly in British Columbia. But some came as far west as Field, B.C., on the CPR mainline. From that divisional point west to Revelstoke, all engines were oil-fired because coal-burners couldn't be used in the five-mile Connaught Tunnel. I never saw a stoker until one night in 1928 at Field when I was firing the *Golden Pusher,* assisting trains through Kicking Horse Pass from Golden to Field. We had made our final trip for the day and taken our 5808 engine, a Santa Fe 2-10-2 oilburner, to the roundhouse, where engineer "Windy" McClean and I booked off for nine hours rest. He went home to Field, while I checked into the Railroad YMCA.

After a hearty supper, I wandered down the yard. A westbound freight had just pulled in. All trains from the east ended their runs at Field, where engines and crews were changed for both east- and westbound trips. Climbing into the cab of the freight-hauler, I found she was stoker-fired. The fireman explained how the controls worked and I was amazed at the enormous blaze in the firebox.

I wondered what would happen if the stoker mechanism should break down. The prospect didn't seem to disturb him. With a grin, he pointed to a scoop hanging at the rear of the cab. "I'd just have to go to work with that tool," he said. He explained that stokers seldom broke down, that no problem arose except when a large chunk of coal jammed the worm gear; but that, he said, could be repaired. Well, I had to admit that stoking sure beat hand-firing. But I was content with oil-fired engines—especially the 5800s—and quite happy with what I was doing.—Bert Launing, 717 Pandora Ave., Victoria, B.C., Canada V8W IN9.

Railroad Rooming House

A DECEMBER 1929 issue of *Railroad Magazine,* bought at the Fred Harvey newsstand in Topeka, Kans., helped to introduce me to railroading both as a hobby and a way of life. Later, I worked in Santa Fe electrical communications service and journeyed to Marceline, Mo., with my brother and equipment manager Cook of the ATSF telegraph department. Our mission was to make circuit changes in the division office there.

One clear cold night we left Topeka behind 4-6-2 engine 3440. A blizzard was raging when we reached Kansas City and a 3400 class coalburner replaced our 4-6-2. Upon our arrival at Marceline, more than 100 miles from K.C., snowdrifts made it difficult for us to reach the telegraph office to check in.

RECORD of the MONTH

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Mr. Cook spent the night in the town's best hotel, while my brother and I stayed at a railroad rooming-house across from the depot. We welcome the warmth from the pot-bellied coal stove in the lobby after the biting wind and blowing snow. The familiar bowl and pitcher stood on a night table in my room, and the coal stove's mica windows reflected light from a chandelier with a hanging cord, socket, and carbon-light bulb. I snuggled into bed beneath layers of blankets and quilts.

At dawn, my room was only about ten degrees warmer than the temperature outside. Beside the stove stood a coal scuttle and some kindling wood with which boarders were expected to build their own fire. In heavy winter clothes, I headed down the hall to the community washroom, shaved, and hurried off to work. At the Santa Fe division office, the telephone switchboard was an old cabinet type with the jack panels and test shelf facing an office wall. Access to the jack circuit wiring and other equipment was from the rear in another room.

Once, while making some circuit changes, Mr. Cook handed me the end of a heavy-gage insulated wire that carried a local battery for telegraph equipment. He warned me not to touch the bare end of the wire with a grounded object such as a water pipe or radiator. Soon a freight train pounded by the office with a 4101 class 2-8-4 type on the head end. My interest in watching it caused me to let the wire touch a radiator, which blew all the local battery fuses in the room. One minute the office was alice with the clicking of sounders at the operator's table, then a sudden silence.

"Didn't I tell you to watch that wire?"

yelled Mr. Cook. But new fuses were soon installed and things got back to normal.—William O. Gibson, 4427 30th St., San Diego, Calif. 92116.

Overseas Railroading

A CARELESS SMOKER may have touched off a fire that swept through two sleeping cars and killed 11 passengers and injured 30 others on a train speeding through Taunton in southern England enroute to London. Eight cars were sleepers. All deaths occurred in one of the sleepers. Frames spread from there to the next sleeping car. Only five passengers escaped the 19-bunk death car. They got out by crawling along the corridor. All were badly burned.

The train carried a total of 300 passengers. A British Rail spokesman said it was the first fatal fire involving railway sleepers in Britain since 1910, when 12 persons died.

MIDDLETOWN RAILWAY'S official passenger service in Leeds, England, has only recently been in operation, but its preservation society is well-established. The society has been running a freight service over its line to scrap yards and steel fabrication works for nearly 20 years. The entire area is being redeveloped in the inner city and the trams brought to run the tramway were vandalized beyond repair. Only the City Council's help and the recent rebuilding and cleaning of an open park area has led to the present limited passenger service.—Roger Darsley, Meadow House, Longmeadow, Brundall, Norfolk, NR13 5 LY, England.

INTRODUCTION OF HIGH-SPEED TRAINS on services linking Edinburgh, Scotland, and northeast England to the southwest and South Wales has been approved by the Secretary of State for Transport, William Rodgers. This calls for the production of 18 HSTs and the refurbishing of track and signals. The project, which is due for completion in the summer of 1980, will bring the total of the high-powered trains to 91. They will cut travel time between Newcastle and Cardiff by 64 minutes and between Edinburgh and Plymouth by 126 min.

THE TASMANIAN LIMITED is no more. The commission which assumed responsibility for the Australian National Rys. last July has scrapped Tasmania's only passenger train because of operating deficits. The line between Wynyard and Hobart had been struggling for financial stability since before last February, when passenger runs were cut to three days a week. The Federal Government stepped in with $450,000 to keep it operating until the tourist season ended, but despite a reduction in service the losses continued,—Charles F. Huggard, 65 Farview St., Glenroy, Victoria 3046, Australia.

MICKEY MOUSE watches for kids were popular in the U.S., but who would have thought the famed Walt Disney animal would be telling time for millions of Australians? The comic picture was mounted on the clockface atop Central Railways' 250-foot tower by University of New South Wales students to celebrate Foundation Day, a national holiday commemorating the British landing in 1788.

Tasmania's state government is awaiting a $3,100,000 grant from the Commonwealth to upgrate its rail system. Minister for Transport Baldock seeks a contract giving the railways protection from road freight by levying a fuel tax against motorists.—A. Mann, P.O. Box 3, Drummoyne, New South Wales, Australia.

Interesting Railfan List

THIS SERIES began with Grahame Hardy in April, 1961, and has never skipped an issue. Next month we will feature Roger Arcara, book author, photographer, specialist in electric railway history, and a former member of our editorial staff. Here is a list of all *Interesting Railfans,* to date, with the month each one appeared.

Looking past the turntable and water tower at diesel units and railcars, we see the New Zealand Railways yard at Christchurch as it looks today. In the center are switchers built by NZR itself, also Mitsubishi and Crewry. The standpipe near the railcar is used for watering locomotives. Sign at right says: "All Locomotives Stop and Check Locomotive Movements on Fuel Road before Proceeding."

Harry P. Albrecht, 11/68; Edwin P. Alexander, 2/63; Cecil J. Allen, 3/66; Gary G. Allen, 8/71; Richard J. Allen, 11/75; Walter A. Appel, 6/69; Fred Arone, 6/67; Roy F. Arpan, 3/76; J. Howard Audibert, 4/74.

Frederick G. Bailey, 4/76; Howard N. Barr, Sr., 9/68; John W. Barriger, 6/63; Lucius Beebe, 8/61; Gerald M. Best, 10/63; Col. James G. Bogle, 1/67; James Bradley, 7/73; Seth Bramson, 4/75; Wayne Bridges, 6/75; James A. Brown, 3/65; Ranulph Bye, 10/74.

Paul Carleton, 5/65; William B. Castner, Jr., 8/73; E. Harper Charlton, 4/67; Thomas B. Cheesborough, 3/74; Harry Christiansen, 11/72; Fred Clark, Jr. 1/77; W. Graham Claytor, Jr., 2/70; Charles M. Clegg, Jr., 2/68; Frank Clodfelter, 8/76; Norman S. Cole, Sr., 12/74; Alfred M. Coleman 7/72; Henry B. Comstock, 10/68; Richard J. Cook, 11/76; Roger Cortani, 2/75; Warren B. Crater, 7/65; Spencer Crump, 4/70; Douglas Cummings, 8/69.

Owen Davies, 10/61; Everett DeGolyer, 10/65; Harre W. Demoro, 7/71; Donald M. Denlinger 12/73; Frank Donovan, 4/64; Arthur D. Dubin, 8/64; Donald Duke, 8/63; Guy L. Dunscomb, 7/74.

Michael A. Eagleson, 12/68; James Edmonston, 3/72; Bronette Ehrlich, 2/65; Jack Emerick, 3/69; Rosemary Entringer, 12/62.

Jack M. Fesco, 1/69; Daniel Fink, 8/72; Charles Fisher, 2/62; Ralph E. Fisher, 11/77; Ira Fistell, 12/70; Gilbert A. Foss, 6/68; Joseph Fox, 10/73.

Paul G. Garde, 1/66; Barry Garland, 1/76; George W. Gerhart, 11/74; Earl Gil, 11/73; Wilbur T. Golson, 4/63; Roy D. Graves, 9/69; Howard Greene, 1/72; Hank Griffiths 6/65; Francis A. Guido, 9/65; Adolf Gutohrlein, 8/65.

Jeff B. Haertlein, 12/76; David H. Hamley, Jr., 3/73; Grahame Hardy, 4/61; George M. Hart, 4/62; Dr. Philip R. Hastings, 1/70; Anthony Haswell, 7/68; Cornelius Hauck, 8/78; Peter Helck, 10/75; Robert Hess, 10/64; Robert L. Hogan, 5/72; Noel T. Holley, 4/78; Jack M. Holst, 6/72; James L. Holton, 3/78; George E. Horn, 10/70; Freeman Hubbard, 4/71.

Otto Janssen, 5/74; Oliver Jensen, 6/76; William Jersntrom, 4/66; Ronald N. Johnson, 10/66; Henry M. Johnston, 7/66; Clinton Jones, Jr., 2/69; William A. Jones, 2/77.

Albert Kalmbach, 6/61; William C. Kessel, 2/74; Ward Kimball, 4/65; Nathan King, 12/71; Michael Koch, 2/72; F. Wesley Krambeck, 12/77; Otto Kuhler, 2/64; Frank Kyper, 9/76.

Albert Langley, 2/71; Dorothy Laughlin, 7/67; Omer Lavellee, 12/66; Ruben Levin, 5/69; Irene Lewis, 11/66; Robert G. Lewis, 2/67; Don Lind, 7/77; Robert J. Linden, 3/71; Arthur Lloyd, Jr., 8/66; Thomas P. Lyons, 7/75.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Stephen D. Maguire, 10/67; Ramona K. McGuire, 5/76; Francis Meaney, Jr., 6/77; William C. Midcap, 12/67; Phillip Middlebrook, 5/68; William D. Middleton, 12/69; Kristofer P. Miller, 11/70; William Moedinger, 8/67; Daniel Monaghan, 4/77; Nicholas Morant, 10/72; David P. Morgan, 12/61; William T. Morgan, 10/78; Richard M. Murdock, 9/72; Richard J. Murway, 9/67.

James A. Neubauer, 12/72; Ronald V. Nixon, 4/69; John B. Norwood, 3/77.

Joseph L. Oates, 8/77; Melville D. Ost, 2/76.

Fr. Herman Page, 5/75; Alan Pegler, 3/70; Bert Pennypacker, 7/70; James Plomer, 5/78; Roger S. Plummer, 7/76; Jack Pontin, 12/64; C. Grattan Price, Jr., 5/71; William J. Purdie, Jr., 1/73.

E. Jay Quinby, 6/62.

Alice Ramsdell, 1/68; William F. Rapp, Jr., 4/73; Sy Reich, 11/67; H. Reid, 12/63; Robert R. Redden, 10/77; Richard R. Reynolds, 9/78; Robert Richardson, 6/64; Herman Rincke, 8/68; Donald S. Robinson, 9/71; E.L. Rohrer, 9/63; Raymond E. Ruffell, 5/77; Bruce Russell, 6/78.

Lawrence W. Sagle, 1/71; Ivan W. Saunders, 7/69; Jim Scribbins, 2/66; Thomas C. Shedd, 3/67; Ronald D. Sims, 6/74; Merrill O. Skidmore, 10/69; Dwight A. Smith, 10/71; Thomas W. Solomon, 9/77; Bishop Herbert Spaugh, 4/72; Fred M. Springer, 5/73; Virgil C. Staff, 8/70; Carroll C. Stahl, 9/66; Al Staufer, 1/65; Richard Steinheimer, 1/78; Elmer M. Steuernagel, 5/70; Fred A. Stindt, 10/62; Elmer G. Sulzer, 9/74; Betty Tone Summers, 9/75; Ira L. Swett, 11/71.

John R. Taibi, 8/74; Edison H. Thomas, 11/65; Ernie Towler, 2/78; Elmer Treloar, 6/70; David Tutwiler, 11/78.

John Uckley, 1/75.

William Viekman, 5/66; Harold K. Vollrath, 11/69.

William C. Wagner, 3/75; Chard L. Walker, 6/63; B. Thomas Walsh, 7/78; Cole D. Walters, 2/73; William S. Webber, 6/71; Arthur W. Weber, 5/69; Harwell E. West, 12/75; Rogers E.M. Whitaker, 8/62; Elwood White, 10/66; John H. White, Jr., 9/70; Hal Wilmunder, 12/65; Bill Withuhn, 8/75; Don Wood, 3/68; Ted G. Wurm, 4/68.

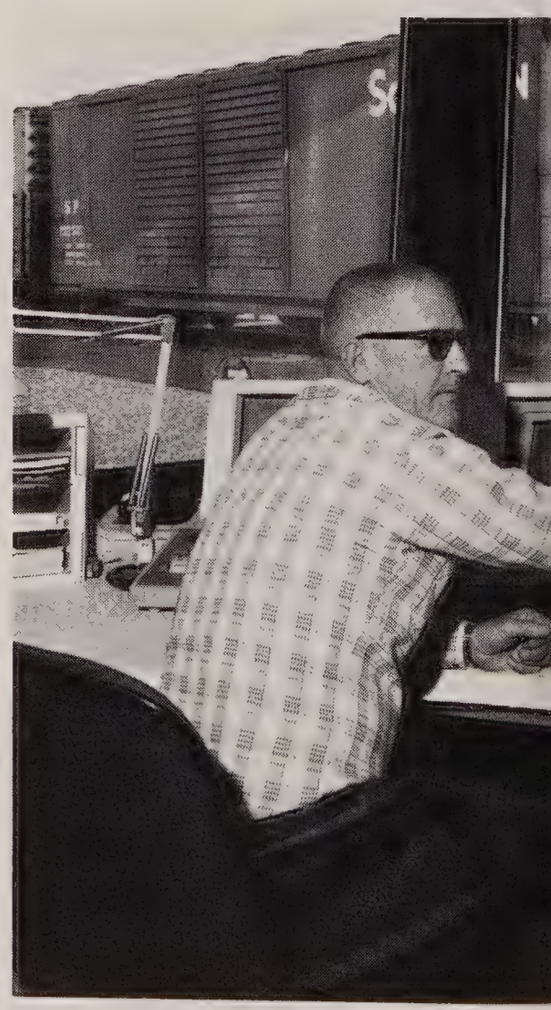
William Young, 11/64.

Ron Ziel, 6/66. ●

Members of Philadelphia Chapter of NRHS stage a farewell party to the beloved old Reading Railroad before Conrail swallows its identity. It's March 21, 1976, at West Trenton, N.J. Number 903 is an FP-7A.

Blue flag on cab of 904 indicates inspection and servicing crews are still at work.

COMPUTERS DON'T RUN EVERYTHING



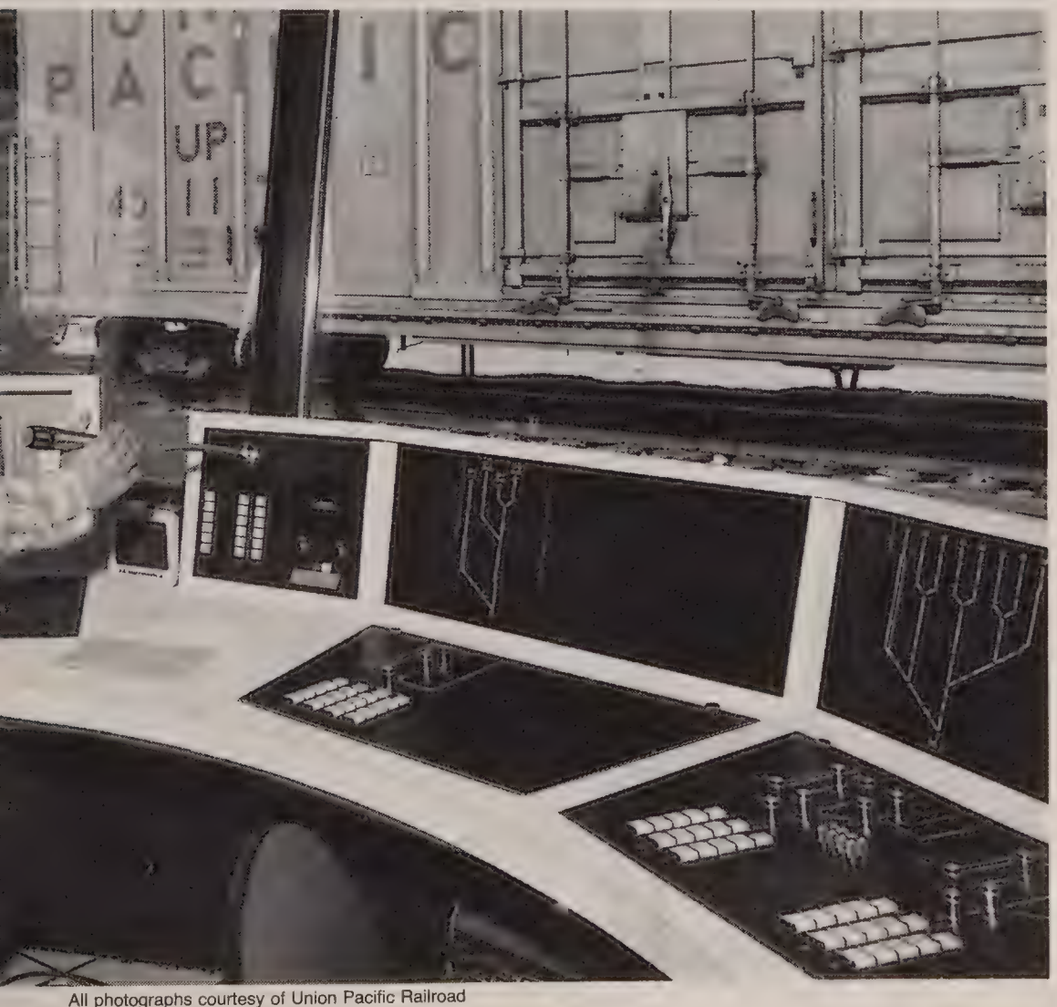
COMPUTERS ARE USED, of course, at Union Pacific's new automated Hinkle Yard in eastern Oregon—the greatest freight classification yard in the Northwest—but they don't run everything. Fifty-six of the yard's 483 employes keep the big yellow diesel locomotives operating and ready to go as soon as a train is made up.

The expansion of freight-car switching at Hinkle has made this yard the Union Pacific's major locomotive service center in Oregon and Washington. In a year's time, UP mechanics will service 26,400 locomotives. The supply list of materials is awesome: 24,000,000 gallons of diesel fuel, 252,000 gallons of lubrication oil, and 8800 tons of sand.

To provide so much diesel fuel, Union Pacific has ordered the construction of a 10-mile pipeline from the port of Umatilla on the Columbia River to Hinkle Yard and will bring the oil by barge from Portland. This is one example of a railroad getting a competitive form of transportation to work for it instead of against it. Calnev Pipeline, which was awarded the contract to lay the four-inch pipeline, hopes to have it completed and in service next year.

UP's motive power fleet of 1500 units is one of the nation's largest. To handle the growing traffic, the railroad bought 100 new locomotives for delivery this year and has ordered 150 more for delivery in 1979. In addition, UP is contemplating another large order in 1980. The 1978 locos cost an average of $639,000 per unit; but, with spiraling inflation, the 1979 units will increase to $694,000. UP's total expenditure for

(Top) Two digital computers, one on standby and both with uninterruptible power, control switching of 2,000 freight cars a day at new Hinkle Yard.
(Bottom) Hump conductor supervises movement of cars over yard crest.



All photographs courtesy of Union Pacific Railroad

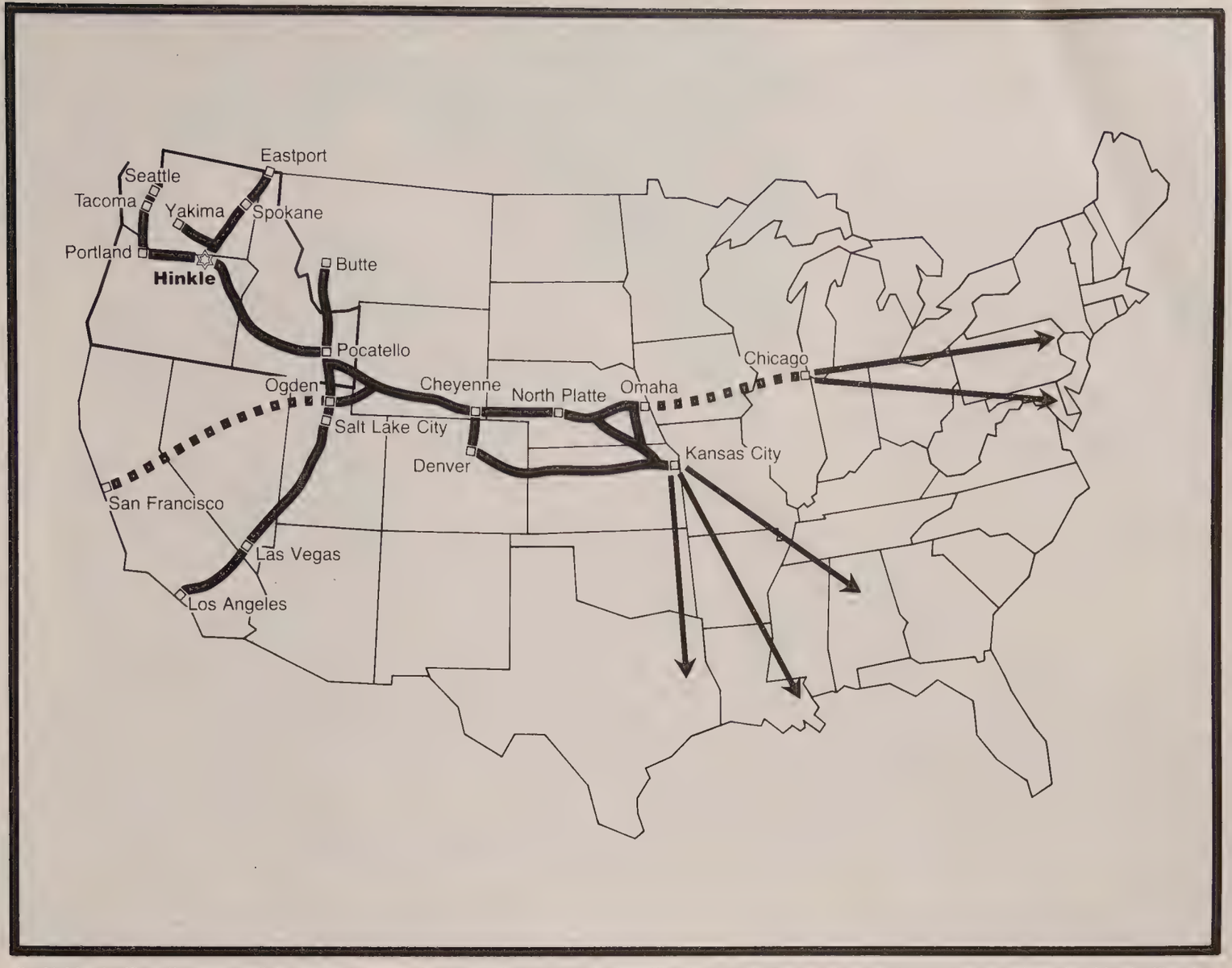
locomotives from 1977 through 1979 will total a whopping $220 million.

The Hinkle freight classification yard was dedicated June 23rd by Oregon's governor, Bob Straub, in the presence of 600 guests. Its first freight car was uncoupled by UP's chairman and chief executive officer, James H. Evans. Hinkle was chosen as the site for this yard because it is on the mainline and at a junction point of UP rail lines leading to southeastern Washington, the "Inland Empire," and Canada.

Looking back to the spring of 1976, the growling engines of giant bulldozers signaled the start of this new yard as contractors began moving 1,240,000 cubic yards of soil. The machines built a broad 20-foot-high hill, or hump. On it is the operations control center with a yard office and tower.

Below the hump and to the east are the 32 classification tracks for assembling cars into outbound trains. These tracks are in a bowl, divided into four groups of eight tracks each. Also in the 200-acre yard are four receiving tracks, seven departure tracks, and two running tracks. All of the 52 miles of rail is welded.

The classification yard (commonly called the bowl) has a capacity of 1187 freight cars and a daily switching load of 2000 cars, more than double the pro-



(Left) Yard office (foreground) in control center for operating 32-track classification yard. Cars roll down hump into bowl tracks. Yard office is connected to other Union Pacific system offices by microwave communications network. This permits advance planning for making up outbound trains. (Top) Far-flung network rails of UP, and some of the feeder carriers. Town of Hinkle, Ore., is shown on map east of Portland, close to Washington border.

duction of the old flat yard at Hinkle. Union Pacific engineers who designed the new yard wisely allowed for expansion. There is room for 38 more classification tracks, six receiving and five departure.

UP has a lot of experience in running hump yards, beginning with the first one at Pocatello in 1947. Now it has two hump yards at North Platte, Neb., and one at Los Angeles.

At Hinkle, a digital process computer controls the switching with human supervision. After a freight train enters the receiving yard, two hump engines pull the train to the west end and shove the cars onto the lead track to the hump. Meanwhile, the computer has received information about each car, including its destination.

Master-minded by the hump conductor, a human being, two engines shove the cars over the hump. A switchman then pulls the pin, uncoupling each car 15 seconds apart. After that, the computer takes over. As the car passes by, detectors feed the complex machine information about the car's weight, size and speed, and climatic conditions.

The computer then brakes the car's speed with a master retarder, which grips the wheels. Before the car rolls into its proper track (the computer activates the switch), its speed is braked once more by a second retarder which slows the car to a coupling speed of four miles an hour.

The grouping of the cars into common destinations is called blocking. Hinkle can make a maximum of 90 blocks. A switch engine pulls the blocks of cars to the departure yard where they are coupled together as a train. Before the train leaves, the yard office informs the Terminal Information System computer in Portland about its makeup and the destination of the cars. The TIS computer passes this data to computer memory banks in Omaha for system-wide use. All this is done over UP's extensive microwave system.

When an industry works around the clock, it needs a lot of light, not only for operation but also for safety and security. Five giant light towers around the new switching yard make Hinkle a landmark in the nighttime sky.

At first, the orange glow from the high-pressure sodium lights seemed strange to eyes accustomed to mercury vapor lights but UP workers soon got used to it. The 200-acre yard is lighted by four 160-foot towers and one 100-foot tower. Each tower has a bank of 24 400-watt, high-pressure, sodium lamps. A 400-watt lamp produces more light than a 1000-watt mercury vapor lamp that it replaced.

There are also two 100-foot towers at the west end of the yard that will be converted to high-pressure sodium. According to Auburn C. Taylor, electrical supervisor of the Oregon Division, the Union Pacific has virtually converted all of its switching yards in the Northwest to high sodium. The other major yards are at Portland, Seattle, and Spokane.

"We are in step with the nation in saving energy," he said. "The high sodium gives us more light, uses less energy and saves us money."

BLACK SMOKE

by Rockwood T. Roberts

Southern Pacific cab-forward No. 4187 ready to highball with long train of reefers years ago. Photograph by the late H. L. Kelso

MENTION THE TERM "black smoke" to a present-day photographer who finds his greatest joy in making steam shots—Mike Eagleson, for example—and watch the sudden gleam in his eyes. Like the rest of us, he knows that a massive black plume from a locomotive stack filling the sky is an ideal subject for dramatic picture-taking. In fact, obliging engine crews on tourist roads or fantrips sometimes create this effect deliberately for the benefit of cash customers. That is one of the reasons why "photo stops" is a bonus for excursions.

From the viewpoint of motive power officials, however, particularly those of the steam age, "black smoke" was a term of opprobrium. It meant that the fireman was incompetent or careless, or that the quality of coal was poor, liberally sprinkled with slate or other noncombustibles that the crews described as "real estate," or that the engine's firebox, ashpan, grates, or draft system was defective.

Ironically, many mechanical developments which brought far-reaching advantages to the railroad industry had to be figuratively shoved down its throat by outside agencies. Among these were the various smoke abatement devices.

From the very beginning of engine-hauled trains there were complaints about black eruptions from locomotive stacks. As early as 1828, the Liverpool & Manchester in England demanded that the engines tested on its tracks should "consume" their own smoke. But as the years went on and the tempo of the industrial revolution quickened, competitive manufacturing cities took a certain amount of pride in the sooty canopies hung above their chimneys. Yet the day came when an enlightened public realized that machinery and a clear sky were not incompatible. People began to show an interest in environmental control for both esthetic and health reasons.

In an attempt to improve combustion or, to put it more practially, to cut costs by obtaining a maximum amount of heat from a given amount of fuel—locomotive designers had already taken the first step toward producing an unobjectionable exhaust.

By lengthening the distance which flames had to travel in the firebox, they insured more complete burning of fuel particles and gases. This was done by placing a baffle or fire arch in a sloping position above the grates, around which the flames had to travel to reach the boiler tubes.

On early locomotives with their narrow fireboxes, no arch tubes were needed to support the arch. But as the size of boilers grew, large tubes were applied and numerous rows of bricks were installed. The expense of such applications was more than justified.

To allow for further burning of the gases, an open section called a combustion chamber was provided ahead of the firebox. Soot-blowers were invented to clear the flues. All these devices helped to reduce the blackness of smoke. Yet the overall picture was far from good; complaints were numerous, particularly from civic groups in populous communities.

Back in '88, Maximilian Ringelman, a professor at *l'Institute Nationle* in Paris, designed a chart which made it possible to determine varying densities of smoke. An American engineer, upon learning of the Frenchman's accomplishment, introduced such a sc-

reen in the United States. Soon afterward, the Massachusetts Legislature adopted it in formulating laws to reduce the smoke nuisance in the metropolitan area of Boston.

Still, it remained for the electric locomotive and then eventually the diesel-electric to touch off a determined campaign against soot—and cinder-blackened stack effusions. Realizing that the day was gone when a brass collar could simply point an accusing finger at the fire-tender in the enginehouse, or the tallowpot on the road, our railroads, with the assitance of Bituminuous Coal Research, Inc., went to work upon the problem in earnest. The ensuing results not only silenced most criticism, but brought about substantial savings in fuel costs by the carriers themselves.

TO UNDERSTAND the subject of combustion as applied to the Institute's work in this field, we must dip into fundamentals of chemistry. We know that matter, whether it be liquid, solid, or gaseous, consists of certain basic elements. These elements, themselves, may take the form of solids, like iron or copper, or they may be gases such as hydrogen or oxygen. The mixing of elements to produce matter of a different sort may occur either mechanically or chemically.

Air, for example, may be called the product of a mechanical blending of elements. It is a compound, in which two elements—oxygen and nitrogen—retains their original identity. Water, on the other hand, is a chemical mix, or combining of elements. Here, the union of two gases—one part oxygen and two parts hydrogen—produces a liquid.

In discussing combustion in locomotive firebox we are dealing with the subject of chemical unions. To say that we "burn" coal is, by the chemist's standards, an over-simplification of fact. Actually we blend oxygen with the two elements of which this fuel is mainly composed—hydrogen and carbon. The blending can begin only after the application of heat for ignition, after which the elements attract each other with great energy. As a result of this chemical union, the heat generated during the process is enough to maintain an igniting temperature.

Average bituminous coal contains about 80 percent carbon, 5 percent hydrogen, and 15 percent impurities, such as ash and sulphur. Heating coal to about 1200 degrees unites the 5 percent of its hydrogen with three times it weight of carbon, thus converting 20 percent of the coal into gas. This is the volatile matter which "burns" with a fierce flame above the remaining carbon on the grates. The fixed carbon, or coke, as the latter is called, "burns" without flame, emitting a red or white glow.

In considering black smoke, we are not greatly interested in the fixed carbon. Assuming that the ashpan and grates are properly designed, so that an adequate but not excessive amount of air passes through the fire-bed, it gives off a satisfactory amount of heat, while retaining a solid form.

Rather, we are concerned with the gases set free in the firebox and the manner in which to chemical change is brought about. To obtain perfect combustion, you need a mixture of two atoms of oxygen to one of carbon. When there is not enough oxygen, the carbon in the flame will smoke and escape in the form of soot.

Offhand, it would seem a simple matter to obtain the proper ratio. However, in the case of the locomotive firebox, too many variables are involved. The coal, for example, would have to be graded to one exact size and distributed over the grates in such a way that the fire-bed was of equal density throughout its length and breadth. Even then clinkers would quickly upset this balance and as ashpans began to fill up the flow of air would be further restricted.

Then why not admit additional air through a damper in the firedoor? For the simple reason that a rush of cold air from this point would not blend chemically with the free carbon. Instead, the air would blanket it, igniting only the top surface and rushing on to the tubes, cooling the metal with damaging results. About the only good feature of opening a firedoor is to stop the pop from howling and wasting water and steam.

IN HIS FAMOUS *Catechism of the Locomotive,* Matthias N. Forney recognized and discussed these problems as early as 1887. He recommended a "light fire," but bemoaned the fact that to maintain it, the firedoor had to be opened very often, with a damaging, cooling effect.

Doubtless the mechanical stoker of a later day would have seemed the answer to his dilemma, for this device can spread coal thinly and evenly while the firedoor remains closed. Even so, any railroad man can tell you that this stoker produces more black smoke than the hand bomber ever spunned. This fact is not generally known by railfans.

We now come to the subject of air velocity in the firebox. We have already mentioned that by lengthening the travel of the flames by means of a brick arch and combustion chamber we give the gases a better chance to ignite. Yet the time in which the chemical blending must take place is very short, for the air which enters the firebox from below at a speed of around 15 miles an hour is traveling at around 140 mph, by the time it rounds the back edge of the arch.

The atomizing of fuel into this hurricane naturally results in huge quantities of unconsumed particles being whipped into the tubes and out the stack. With it goes a certain amount of vapor resulting from the blending of the oxygen with free hydrogen.

Again reverting to Forney's discussion of combustion, we find him recommending the practice of placing small air intakes or "Jets" above the fire to provide additional oxygen for combustion of the gases, but warning that they should not exceed one-half inch in diameter lest they drop the temperature too greatly.

Strangely, this practice, which enjoyed some popularity even at that early date, was all but overlooked in a later era. Probably the lack of scientific study concerning the proper location of the openings led to the discontinuance of the use of such overdraft ports. For as Forney himself pointed out, large currents of air, injected into the gases, tended to rush through them without mixing, like a swift, muddy steam disgorging into clear water.

When Bituminous Coal Research tackled the problem of smoke abatement, these factors were considered. By a system of trial and error it was found that the air was most effective in breaking up normal stratification when it was introduced into the firebox at a height of 16 inches above the fire. To insure proper blending, the overfire jets were placed in staggered locations along the two water legs, creating a maximum blending action throughout the area occupied by the gases. The number of jets and the size of the steam openings must be determined by the size of the firebox and the amount of coal to be consumed.

In structure each jet is an atomizer with a funnel-like air intake at its lower end and a steam nozzle set at right angles to the column at its top. The steam flow may be in the cab, or through a direct connection with the blower so that both operations may be accomplished at the same time. To avoid a deafening whistle when the steam draws up air and forces it into the firebox, the column is surrounded by a muffler body packed with stonefelt blanketing.

This overfire jet has accomplished wonders. It uses very little steam as many of the jet openings are only 1/64th of an inch in diameter. Maintenance costs, after installation, are negligible and, when operated according to instructions, smoke density may be held to better than required limits. And this winds up our story of what was done during the steam era to keep down the output of black smoke.

IN SEARCH OF STEAM

With Mike Eagleson

CANADA DISCOVERY TRAIN has proved to be a big flop for steamfans. Although most of the special museum train's publicity indicates that it would be hauled by a steam engine as it tours Canada with displays, this is not the case.

News shows on TV have a Bulletnose Betty hauling the train, no doubt No. 6060. Radio advertisements are accompanied by music that is definitely the rhythm of a steam locomotive, and newspaper ads show a very large drawing of a 4-8-2 of the Canadian National's 6060 series. Even the logo of the train unmistakably shows a steam engine.

Gustave R. Portelance, 1430 rue St-Marc, Ap. 1007, Montreal, Quebec H3H 263, reports that when the Discovery Train visited Montreal's Windsor Station recently, flags, displays, and other souvenirs had a steam engine logo. When Gus asked about the steam engine, he was told that CN's 6060 was considered but was unavailable as was ex-Canadian Pacific 4-6-2 No. 1201. The spokesman emphasized the exhibits contained in the train and not the engine pulling it. "A steam engine would attract only rail buffs, anyway," he said. I am irate as this attitude is completely alienating the nucleus of those dedicated to railroads. Does the management of the Canada Discovery Train feel that railfans are second class low-life, not worthy of buying a ticket or souvenirs? I for one paid twice to enter our American Freedom Train, and enjoyed it more the second time.

More than a year ago, it was rumored that Canadian National 4-8-2 No. 6015, displayed at Jasper, Alta., had been considered for pulling the Canada Discovery Train, but nothing ever came of it, and the rumor died. The Museum of Science in Ottawa has preserved Hudsons and Northerns of both CN and CP. I think the streamlined 4-8-4 No. 6400 would be an excellent choice of motive power to pull the museum train on its five-year tour. Experience with the *Golden Spike Centennial Limited* and the *American Freedom Train* proves without question, railfans or not, nothing gets people out from behind the television and at trackside like the drawing power of a steam locomotive. Can't the Canada Discovery Train learn from recent history?

Wolfeboro (N.H.) Railroad operates with steam power Saturdays and Sundays until mid-December. Its photo possibilities in early winter are particularly good.

UNION PACIFIC received another year's extension on the flues of its 4-8-4 No. 844. The Intermountain Chapter of the NRHS, P.O. Box 5181, Terminal Annex, Denver Colorado 80217 rode behind the giant between Denver and Laramie on October 7th. Personally speaking, I compliment the U.P. management on continuing the use of its steam engine for excursions. I would prefer however, to see the silver smokebox repainted in graphite gray, the chrome plated cylinder head covers painted black, and the American flags riding high above the smoke stack level on broomstick handles be removed in the interest of historically accurate operation, and preservation.

A NEW Butch Cassidy movie was filmed near Antonito, Colo., this April. Taking part in the film was former Denver & Rio Grande Western 2-8-2 No. 484 wearing a fake balloon stack. The train was leased from the Cumbres & Toltec Scenic. To get to the site from Chama, New Mexico, Mikados Nos. 484 and 487 were steamed up with steam rotary snowplow OY (now painted red) to attack Cumbres Pass on the move to Antonito. Those lucky fans who were privileged to photograph two days of doubleheaded rotary plow service in deep snow were blessed with clear skies.

CEDAR GROVE BROOKVILLE & NORTHERN is part of the Railway Exposition Company, 1100 5th and Race Tower, Cincinnati Ohio 45202, a non-profit volunteer organization whose purpose is to restore steam locomotive No. 509. It hopes to run excursion service on two former Penn Central lines if successful in purchasing them from the bankrupt company.

The Cedar Grove Brookville & Northern is a proposed tourist line from Brookville to Cedar Grove, Ind., operating on the Valley Junction to Besson branch of the former New York Central. The line was abandoned in 1972. The Whitewater Valley Railroad uses the portion of the line from Connersville to Brookville while the last six miles are out of service due to a washout last year. This line is using ex-Florida Saw Mill Company 2-6-2 No. 100 with a cabbage—stack, reports George R. Carlisle 2018 Fletcher No. 8 Urbana Illinois 61801.

STEAMTOWN U.S.A. long located at Bellows Falls Vt., may move out of the state this year. Robert Barbera who heads the Steamtown Foundation said Vermont was doing a poor job promoting tourism and as a result fewer people are visiting Steamtown. The Foundation is considering an agreement on moving to either Kingston, N.Y., or Orlando, Fla. Barbera criticized Vermont for spending what he is quoted as saying in the *New York Times* "very little" on tourist promotion. In particular he objected to the State's anti-billboard law.

BRITISH RAIL abolished steam in 1968, but has just started running steam excursions on its own. BR is finding out what we have known all along-that people love to ride behind steam and that such trips are very popular and successful.

New Steam Items

Locomotive Quarterly, Spring, 1978, Vol. II, No. 3, 80-pages, 11×8½", soft color cover, over 100 photos, color paintings and photos, Metaphor, Inc., P.O. Box 288, Homewood, Ill. 60430, $6, or $20 for four quarterly issues per year.

Digging deep into the hidden and often unprinted negative filing cabinets of the late Wayne R. Brumbaugh, steam power on the Clincfield is finally given the attention it deserves. Union Pacific-type Challengers came to the Appalachians to haul coal. Fully half the roster consisted on articulated power. Not neglected are the Mikes, Pacifics, and other smaller power in high quality locomotive portraits and smoky action views. Also featured is a long hard look at the dual service Camelback Moguls of the New York, Ontario & Western. The complete revisions of subclasses are depicted in text as are rare scenes spanning the decades. O&W fans will enjoy this one. The printing and reproduction are excellent.

SEND steam news and, or steam books for review and railroadiana, to Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856. ●

Jean V. Matthews, 79 Marlborough Ave., Toronto, Ont., Canada

The sun's hot glare in June '77 silhouettes the ornate station at Taormina, Sicily, and FS switcher of Italian State Railways.

TRACKSIDE in the DIESEL AGE

With Jim Edmonston

Ready to roll. Handsome and powerful new Burlington Northern locomotives begin emerging from General Motors plant at LaGrange, Illinois. The BN's outstanding equipment orders, totaling $250 million, include 253 locos of 3000 hp, with delivery already started. GM is building 207 of the new units, General Electric the others.

VACATION 1978 found me in the Washington, D.C. area once again, and this year I found a little time to railfan. I grew up in the area, so naturally I had to check out some old haunts.

Washington is a sharply divided city from a railfan's point of view. It's one of the few U.S. cities with adequate rail passenger service, although the density is nothing like it was when I was a kid. The Washington Terminal Company, which operates Union Station and the supporting coach yards and engine service facilities, has a limited roster of blue and white engines, all Alco RS-1's (which I saw switching), until the recent addition of the Romanian-built 78. The Faur "Quarterhorse" 1250 HP diesel-hydraulic, which started demonstrating in the U.S. in June, 1974, is a B-B off-center cab with European styling and is powered by Sulzer with a Voith transmission. She is unique, not only in D.C. but in the U.S., but to my disappointment, I couldn't find her, although she reportedly works Union Station daily and WT likes her. The new, lightweight Amfleet equipment will be a lot easier on her than the cars of a few years ago, especially now with the heavyweight baggage and express cars gone. I did see two of the WT's RS 1's switching.

The Ivy City engine Terminal on New York Ave. caters to both diesel and electric power, as well as turbo, diesel-hydraulic and whatever else Amtrak buys. When I was a kid this mighty plant serviced steam, diesel, electric and steam turbine power in a vast array of colors and types. Almost every loco in Ivy City was assigned to passenger service, even the switchers shuffled varnish. A few B&O Mikes were the only exceptions I knew, being used on local freights. Ivy City is 95% Amtrak in 1978. Southern still fields its beautiful green, gold and white E-8's, but these may be history in another year.

My visit turned up Amtrak E-40's and SDP-40F's, E-60 electrics, GG-1's, Metroliners, Budd Silverliners, Southern's E-8's and a string of Amtrak E-8/9's that were stored serviceable. Three of the United Aircraft Turbo sets have not been moved in six months and are in poor condition. Frequent fires are reportedly the reason for storage, as fire aboard a jet fueled train could be disastrous, and Amtrak has sidelined these truly ugly trains in favor of loco-hauled, or Budd equipment. While looking over the engines on the ready tracks, a B&O freight passed on the main, with two GP-40's and a short train. Apparently, it is a local operating out of Baltimore, which follows the last B&O commuter out of D.C. and ties up in Brunswick, Md. He worked B&O's Eckington Yard, a small freight facility alongside the Amtrak coach yard and was put in the hole right in front of Ivy City for the northbound DC-Baltimore commuter, made up of five or six coaches and a 6600-series passenger-equipped GP-9. Pacing the B&O train north and passing it without effort was a six-car Metroliner, followed almost immediately by a two-car set of Budd Silverliners on loan from the New Jersey DOT. I left after he got by, and while waiting for a light on New York Ave. at 5:30 p.m. saw a northbound train fly past behind an E-60 electric. The passenger train is alive and well in Washington, D.C.

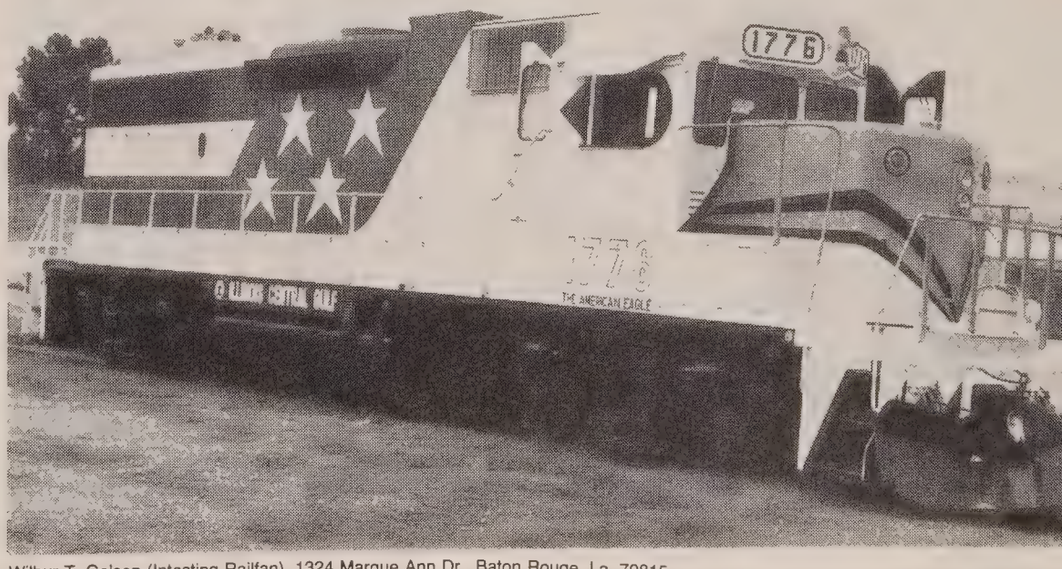
For other railfan interest in freight in the D.C. area, you must look south. A few blocks southwest of the Capitol, the freight line rejoins the north-south passenger line at Virginia Tower. This is an ex-PRR line, under catenary, and connects both B&O which runs on trackage rights and ex-Pennsylvania with Potomac Yard, across the river in Alexandria, Va. The line was exciting when 4-8-4's of the Richmond, Fredricksburg & Pacific Potomac, streamlined Hudsons of the C&O, as well as Ps-4 Pacifics of Southern PRR used high-speed Q-2 4-4-6-4's here. All road types of PRR electrics have used this line. I remember P-5's, GG-1's, both GE and Westinghouse "experimentals" and E-44's here, with B&O F-7's and E's of RF&P, C&O and Southern on the varnish.

CONRAIL FREIGHTS, most of which are diesel-powered in this area, are now in the hands of GG-1's and E-44's, and occasionally an E-33, thrown in. More and more CR freights are diesel powered in this area. Some coal and ore trains get diesels normally, as these run straight through to the Bethlehem Steel mill at Sparrows Point, Md., over non-electrified track east of Baltimore. I skimmed by Potomac Yard, where RF&P switches with SW-1000's, but didn't stop at Southern's facility in Alexandria, where 2-10-4 610 and 2-8-0 630 were laying over between trips. The Potomac Electric Power (PEPCO) Plant in North Alexandria still switches with two fireless cooker 0-4-OT's (steam storage locos). This plant is highly sensitive and photographing is prohibited, so your only chance is to get these engines switching past the front gate.

Freight traffic to and from the north end of Potomac Yard was heavy, with two southbounds and one northbound Conrail drag in 45 minutes, all in charge of E-44's. I spent some time at Lanham, Md., on the Conrail Corridor line, and was impressed by the traffic density. There was a bad wreck just north of Capital Beltway Station in June; trackwork had the line reduced to two running tracks and a speed restriction, so no high-speed trains were running. However, in a half hour of watching I saw three freights and four passenger move; power mix was GG-1, E-44, Metroliners and Silverliners. One northbound passenger run consisted of Amtrak black GG-1 912 pulling six Metroliners; a southbound freight had FOUR E-44's.

Something new in the D.C. area is the Metro Subway System, which was idle due too strike. The right-of-way north of Union Station is smack between the mains of the B&O, on the same roadbed, with a yard and shop in Eckington. There are seven or eight GE 45-tonners, lettered METRO, which

Illinois Central Gulf's second engine named *American Eagle*. The first one was wrecked in a grade-crossing accident at Brookhaven, Miss., on March 10, 1975. The second one, ex-9503, is a stock GP-38 in Bicentennial paint, seen at Baton Rouge, La., on July 9, 1975.



Wilbur T. Golson (Intesting Railfan), 1324 Marque Ann Dr., Baton Rouge, La. 70815

Fred Matthews, 79 Marlborough Ave., Toronto, Ont., Canada M54 1X5

Ontario Northland's shiny renovated TEE set in July '77, running as Canadian National train 120 from North Bay, coasts down CN's Bala subdivision (on the old Canadian Northern mainline) in Toronto's suburbs. Background shows CP Rail mainline. The *Northlander* TEE sets were bought to provide a day service that would replace an overnight train.

haul work trains. The system extends to Silver Spring, Md., on the North, and National Airport in Virginia on the South. It will be extended both north to Rockville, Md., and south to Springfield, Va., in the near future. Also reported in town are Amtrak's new GP-9's, some of those black RS-3's, and ex-Army Alco S-1 7110, but I didn't see any of these.

THE CHESSIE SYSTEM and Waverly, Ohio, have landed a big new industry, in Southern Wood Piedmont Co, which will produce treated crossties. The plant should be in operation at the end of this year. Southern Wood Piedmont has purchased a GE 45-tonner presently numbered V2.01 from George Silcott of Worthington, Ohio, for use. Originally owned by Virginia Limestone, where she was 52, the unit was built in August, 1951 and is rated at 300 HP. She has two GE 733 traction motors with chain-drive connecting the other axles, like the LNA&C *Betty Sue,* featured in the August issue. Jim Henry, Rt 2, Box 79, Waverly, Ohio 45690 says that the office manager for Southern Wood is an ex-PC clerk and the plant manager is a railfan, so it should not be hard getting permission to photograph the unit.

THE OMAHA, LINCOLN & BEATRICE RAILWAY of Lincoln, Nebr., operates GE 70-ton 102 and GE 44-ton striping and lettering. OL&B serves a quarry, uses ex-DM&LR ore cars, and calls itself "THE BIG RED LINE".

CATCHING UP ON CANADIAN NEWS—Some last runs reported: Alcos 4404, 4468, 4088, 4470, 4092, 4089, 4410, 4464, 4086, 4416, 4091, 4087. 4406 lost its block, which was put into RS-2 8401, while RS-10 got the block from FB-1 4404. St. Luc Shops has S-2, RS-3 and RS-10 stored unserviceable. This reflects Canadian Pacific's continuing program to reduce Alcos with 244-series engines from the roster .... CPR SD40-2's 5644-5658 are being equipped with strobe lights for operation in Washington State on the UP and all have been modified to fit through the Roberts Bank Dumper .... Baldwin DS-44-1000 7069 has been retired at Vancouver. Precision National leasers at work on CPR are on a day-to-day basis ..... The passenger service of the Esquimalt & Nanaino on Vancouver Island has been extended through the end of the year. In addition, CP Rail must initiate a new Saturday-Sunday service over the same line between Montreal and Labelle. This train, which must have baggage cars for bicycles in summer and skis in winter will operate on weekends from July 1 through October 8 and December 9 through March 18 ..... Indians have been blocking the CP main east of Cranbrook due to a dispute over a settlement given them by CP when a new line had to be run through Indian Territory after a new dam flooded the old CP main ..... CP's great Banff Springs Hotel is 90 years old this summer.

New SD40-2's received from GMD are 5785-86. CP S-3 6534, stored at Moose Jaw were sold to Limestone Quarries, Meldonte, Ontario. Montreal Locomotive had CP 2404, a DL-535A, 1245 HP, just built May, 1978 ready for deliverly. RS-10 8481 made its last run ..... Canadian National will lease three C-424's to British Columbia Ry., probably 3211-13. Through midsummer, CN leases include 21 units on GTW, 15 on Milwaukee, 35 on LRN, four on the ARB and 8028 at Anwinigan ..... CN's Trancoma Shops is using a "homebuilt" unit built from spare parts as a shop switcher, which this enthusiast would like to know more about Park, Calgary .....

The runaway locomotive which killed three men working for Pendivic Contracting at Milton, Ontario in March, 1978 was one of the unique Canadian Locomotive Company's DT-2's; a 44-ton, 500 HP diesel-torque-converter loco produced in the 1956-60 period. These engines look very much like the Danvenport-Porter designs sold in the U.S. with centercabs, front radiator grilles and siderods. All were sold to Canadian Pacific and operated as CP's

Photograph by Curtis C. Tillotson, Jr., College St., Oxford, N.C. 27565

First No. 159 on the Southern Railway wheels revenue loads through Palham, North Carolina, working upgrade, wide open, with the 2778 (GP-38); 2030, 2025, and 2040 (three RS-3's). The date is May 6, 1972.

lowest-numbered locos, 10-23. Pendivic's engine was sold to them by CP in 1972, but the whereabouts of the CP DT-2's, except No. 14 is unknown to this fan . . . . . Vermont Northern 202 is going to Gulf Oil's Strachan Sulphur Plant, which has a steep 5½-mile spur off the Ham River line Alberta. Great Lakes Pulp & Paper is sending GE switcher 123 to Zalev Brothers in Windsor, Ontario. The Grand Trunk is 125 years old and celebrated with a trip to Island Pond, Vt. in mid-July.

A DAY TO REMEMBER on the Cass Scenic Railroad was July 8, when 257 passengers, riding behind of the tourist line's Shays on the Chessie System (C&O) branch came close to disaster. The run was nearly five miles out of Cass enroute to Durbin, W. Va., when the rails spread on a curve and the first four cars behind the tender hit the dirt, tilting the cars toward the Greenbrier River, 300 feet below. No one was injured, but it was two hours before a relief train picked up the passengers. Cass superintendant Richard Dale, who was aboard, blamed poor track on the Chessis line, which is up for abandonment. Cass uses its own line up "Cheat Mountain" in normal tourist operations.

A runaway locomotive killed a track worker ner Deer Park, West Virginia on the Chessie system wher two men were welding and grinding rails with their service truck parked across the tracks between them and locomotive. Somehow the engine got loose, rammed the truck and carried it 200 feet into I.J. Vance of Elkins, W. Va., finally derailing at Bayard. The unidentified 1978 engine is owned by Metikki Coal Mine, Garrett County, W. Va.

CONRAIL NEWS finds the F-7's still hanging on in northern Ohio but semi-official word is that when all of CR's new power is delivered, F-7's will no longer be given heavy repairs. Their prime use at present is in "puller" (transfer) service in the Cleveland area and this operation will reportedly go to GP-9's. This would follow what happened in Cincinnati, another big transfer town.

For years the New York Central used "offbeat" motive power on these runs. In the late 50's it was Lima and Baldwin 1200 HP road switchers, then RF-16 Baldwin Sharknoses and a few Alco FA's, followed by GP-7's and F-7's GP-7's, GP-9's and SD-9's, now a combination of Greeps and the rebuilt GP-20's coupled with L&N U-boats.

BOXCAR SIGHTINGS continue fervently. The MDDE stands for Maryland & Delaware, a section of the Virginia & Maryland Railroad (disconnected) which was formed to operate ex-conrail lines in Maryland and Delaware on the DelMarVa peninsula.

APACHE RAILWAY of Holbrook, Arizona sold its two F-M H-10-44 switchers to Willis Kyle of Kyle Ky., which operates the South Central Tennessee Railroad Co. Apache's 100 and 200 left Holbrook headed east in a Santa Fe freight on July 16. The South Central Tennessee took over the 52-mile L&N branch between Dickson and Hohenwald, Tenn. This info from Ronald W. Keller, 2607 W. Highland, Phoenix, Arizona 85017. F-M locos are getting very scarce; the Southwest's loss is the South's gain. Dickson, Tenn., will see a few more "flatland touristers" in a couple of weeks.

IN JANUARY, 1966, when the new EMD 645 prime mover was introduced, a new model came out of La Grange which has since proven to be a superstar on North American rails. The GP-38 was introduced as a "mid-range" all purpose loco for those who did not want turbocharged locomotives. This column did a feature on the GP-38 in September, 1974, just after the DASH-2 line had taken hold, and these engines continue to sell like crazy, competing for top honors with the GP-40-2. Another brief look this month serves to compliment the current theme of EMD power. GP-38 gets 2000 HP out of a 16-cylindered, non-turbocharged 645. The loco is 59'2" long, three feet longer than close look-alike GP-28,

2778

Extra 1543 North of the Seaboard Coast Line with 131 cars rumbles through a light snow-filled landscape at Handerson, North Carolina, at about 35 miles per hour on the morning of February 19, 1972. The diesel power units are numbered 1545 (GP-40), 901 (GP-7), 1627 (GP-40), and finally 974 (GP-7).

Curtis C. Tillotson, Jr.

which is a limited-run model superseded by the GP-38. There are ten handrail stanchions on a GP-38, only nine on a GP-28.

The original GP-38 production run spanned from 1966-71 and accounted for 732 locomotives. Most of them are look-alikes; EMD standard chopped nose, angular ends, triangular cab roof, clean long hood. GP-38, without a turbocharger, mounts two small stacks instead of the large rectangular one found on GP-35. Also, GP-38 has two large radiator fans topside. Units are found with and without dynamic braking, hence with or without that bulging blister. Chopped noses are the rule, but high short hoods are found on Souther, Norfolk & Western, and National of Mexico. Just before the introduction of the DASH-2 line in 1972, EMD began offering the option of an AR10 alternator in place of the D-32 DC generator. Units with alternating current were called GP38AC's, although there is no external difference between an AC and a DC unit. This quandary was resolved with the DASH-2 models, as all are AC units, and no distinction must be made. *Second Diesel Sportter's Guide* says that at least 240 GP-38AC's are known. Another feature appearing by option is the Paper Air Filter, which replaces the old oil bath filter. Both system are housed just behind the engine air intake immediately behind the cab, the oil bath invisible as it is flush with the carbody, but the paper filters come housed in a rectangular box which rises above the roofline, giving locos with paper filters a Whumpbacked" look. Certainly no eye toward streamlining here.

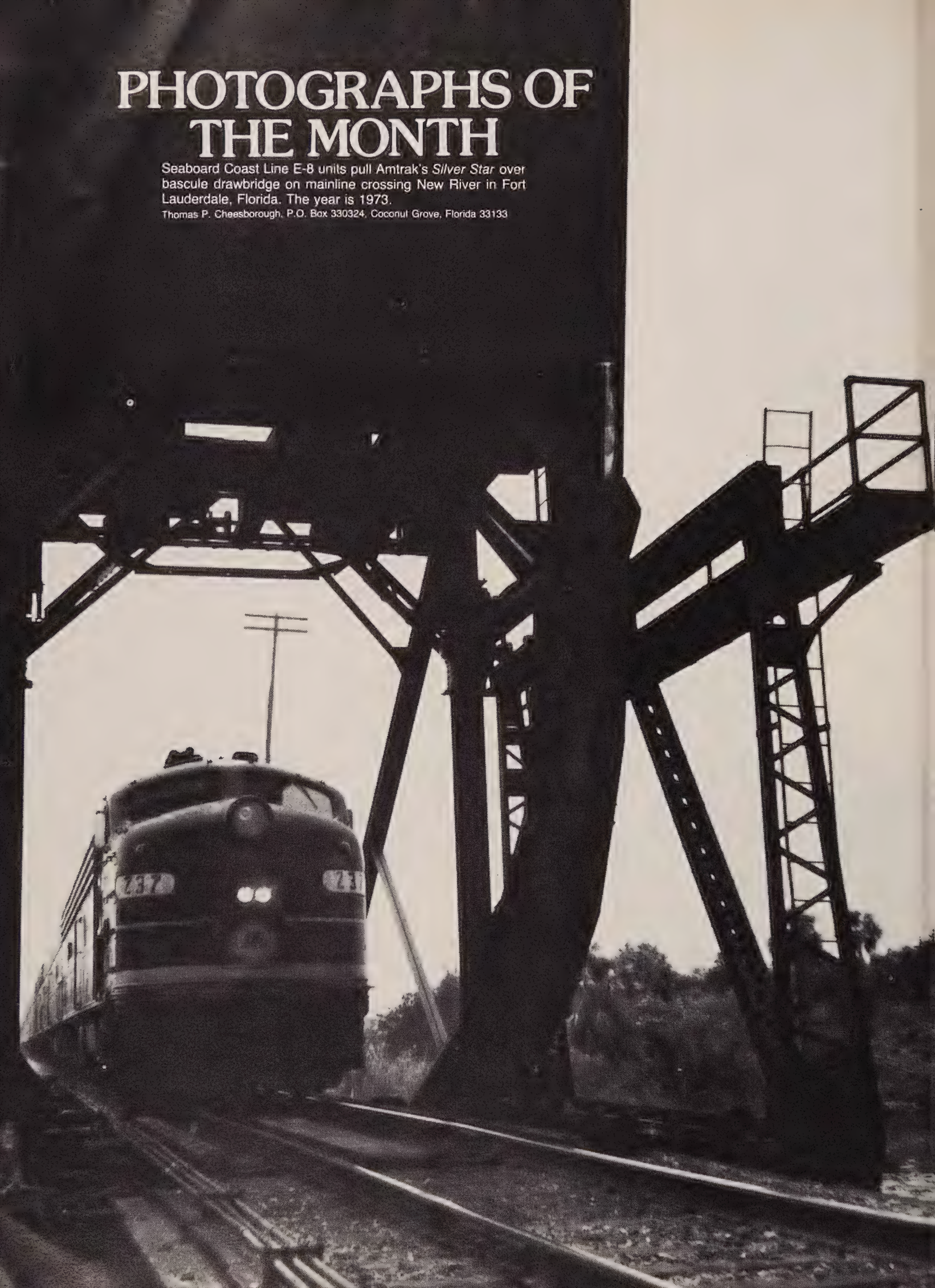
The GP-38-2, born January, 1972 and still in production, carries the normal DASH-2 spotting features of sight glass, bolted battery box covers and slightly extended roof, plus the more obvious dampening strut on the new high-adhesion trucks. There are GP-38-2's on old trade-in trucks, however. Missouri Pacific specially ordered four stacks, reasons unknown. Canadian National 5560-5610 have the wide-nose feature, and are model GP-38-2(W). National of Mexico's GP-38-2's 9200-9219 (first 20 of large order) came with high short hoods and steam generators contained therein. These are the only GP-38's equipped for passenger service. All other models are freight only, although Long Island uses its new GP-38-2's in commuter service. On Long Island, auxiliary power comes from that gutted Alco FA on the other end of the train.

OUR FRIENDS AT BURLINGTON NORTHERN, benefiting from increased coal, grain and other traffic, have put out orders for 253 locomotives, 1825 freight cars, and other rail equipment costing $250 million. This includes $217 million in early orders that directors authorized as part of the 1979 capital expenditure program. BN will also acquire 55 units for leasing to the Colorado & Southern, and Ft. Worth & Denver Rys. Freight car orders include 1000 jumbo, 100-ton covered hoppers with delivery scheduled to begin next August in time for the fall grain harvest; 600 100-ton open-top hoppers to handle new and additional coal business; 100 center-flow covered hoppers for malt service; 50 100-ton airslide covered hoppers to be used primarily for sugar traffic, and 75 hacks. In addition, BN is ordering 140 tri-level and 47 bi-level racks for transporting automotive equipment, and and 400 40-ft. dry van trailers for piggyback service. So, things are looking up on the BN.

DON'T BELIEVE all this wailing about so many sick U.S. railroads. GM's EMD 10,000 employee plant at La Grange, Ill., turns out 75× of the nation's locomotives, at a pace of four every workday. That's 1,000 a year, and, come the first of the year, production will be stepped up to five a day, or 1250 a year. EMD's general manager Peter K. Hoglund, reports that the company's business is running 6× ahead of 1973's record clip, which totaled 852 billion ton miles. Hoglund points out that only some of the nation's railroads are in trouble. Some are quite healty, and business across the board will rise steadily, nearly doubling the present record rate, by 1995.

Continue sending news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

PHOTOGRAPHS OF THE MONTH



Seaboard Coast Line E-8 units pull Amtrak's *Silver Star* over bascule drawbridge on mainline crossing New River in Fort Lauderdale, Florida. The year is 1973.

Thomas P. Cheesborough, P.O. Box 330324, Coconut Grove, Florida 33133

"I wonder what that thing is," says curious Heidi Wiedenkopf, stepping up onto a specially-built type of modern flatcar for a closer look at a Westinhouse generator which arrived in her home city of Fort Myers, Fla., via the Seaboard Coast Line in March, 1975.

William T. Morgan, AG2, Box 6425, Misawa, APO San Francisco 96519

Victor Thacker, 433 E. 37th St., Hamilton, Ont., Canada L8V 4C1

At times, even the best-managed rail system uses the "big hook." For example: last August 5th at Hamilton, Ont., a Canadian National freight westbound from Niagara Falls ran through an open switch, hitting a string of cars on a siding. Crew men escaped with minor cuts and bruises.

High-speed Metropolitans on Long Island Rail Road, built of stainless steel by Budd and capable of speeds up to 100 mph, head eastward for stops in Queens, Nassau, and Suffolk counties.

Long Island Rail Road photograph

Julie Long with 64-year-old Australian engine recalls "Perils of Pauline," an American silent movie thriller of bygone days. A villain tied the film heroine to the rails in front of a speeding locomotive; but Julie is quite safe. The first G-class steamer built for Commonwealth Rys. (now Australian National Rys.) stands on a section of modern track with concret ties at Mile End Ry. Museum in Adelaide, the South Australian capital. Such track is being used to upgrade 1500-mile line from Adelaide to Perth across Nullabor Plain.

Australian Information Servive photograph

Listening to Southern 4501 climb the mountains enroute from Alexandria to Front Royal, Va., is Ryan Merritt of Chevy Chase, Md., riding just behind the engine in the baggage car where sound recordings are made on an excursion, July 15, 1973.

Photograph by Thomas P. Cheesborough

One of the reasons why Chessie System trains are safe to ride or ship freight on is this unidentified signal maintainer doing a repair job high above the tracks.

Chessie System photograph

Train out of New York's Penn Station westbound
after crossing Hackensack River at Kearny, N.Y., in Oct. 1975.

Walter Olevsky, P.O. Box 64, Carlstadt, N.J. 07072

The demonic forest fire closed in on Haugan as townspeople, clutching personal belongings, rushed for last train out of doomed town and safety. Artistry of David Tutwiler, Interesting Railfan this month, pages 36-40, dramatically portrays last agonizing hours of a mountain town in gripping tale by Si Stoddard.

BURNING MOUNTAIN

WE WERE BUILDING a pike through the Bitter Roots and I was holding down construction engine No. 736. A young fellow known as "High Pockets" was firing for me. Some one back East had stuffed him full of hot air about the big money being made out West, so he got a leave of absence from the big system he was working for, on the pretense of taking a vacation, and came out here to try for some of the mazuma.

High Pockets proved to be a good fireboy, and was getting along fine until he got the idea into his head that some guy was beating his time with the girl he had left behind. Then he threw up the job and headed back home.

I didn't have time to send to Alberton for another fireboy. A fellow named Jimmy Shaw had been stuffing the firebox on a steam shovel, so I gave him a try at No. 736.

Jimmy was not much to look at, but he was all heart when it came to anything in trouble. That's what got engineer "Red" Gaffney mad. Red liked to go hunting. One day he took his dog and started out after birds. Things didn't break just his way—birds were scarce and the hound not working to suit him, so the bastard gave the poor animal a load of bird-shot. No, it didn't kill the dog, but his hunting days were over. It hurt Jimmy's feelings to see the dumb brute suffer. He and Red had words over it, and the argument terminated in a set-to, in which Red came off second best.

Jimmy had been with me nearly two years and our pike was nearing completion. A big tunnel near the top of the hill had been finished for several months and the company was ready for a passenger run west of Butte. Jimmy stayed on the work train with me until they put on the helper engine at Haugan, then he was assigned to that, with Red as hogger.

Along about that time, Jeff McDonald was killed while switching cars in the Alberton yard. We took the body to Iowa for burial and thought his widow would remain back there with her relatives. We were mistaken. One fine morning, who should get off at Haugan but pert-looking Mrs. Jane McDonald and her two kids. Jeff had left her about $1,500 of life insurance, and she opened a boarding-house at Haugan.

The place proved a success from the start, and it wasn't long before Jane's cooking became known from one end of the division to the other. Being on passenger, I didn't stop long enough at Haugan to sample any of her meals, but my fireman went over to the depot now and then to sample her famous beef stew and crab applie pie.

That summer, after I was promoted to a passenger run, a lovely girl named Dorothy Morton showed up, apparently out of nowhere. She was a niece of our division superintendent, Old Man Marsh. Her parents had died and the brass collar took it upon himself to raise her.

Dot was a student at some Connecticut school and was spending a vacation in the mountains. And was she a dream-boat! Pretty face, smiling blue eyes, and a stunning figure. As Marsh was up and down the line most of the time, he arranged for his niece to stay at Jane McDonald's boarding house in Haugan.

That place had been popular even before her arrival; but after that—why, every son of a bitch and his brother on the West End tried his best to tie up at Haugan. Even "Slim" Phelps, who had previously never been known to fish, began to spend his Sundays with a reel and line in the creek nearby. In fact, that luscious bit of humanity known as Dot Morton had the bunch running wild without signals.

One day Jimmy piloted her over to the depot. They strolled up to my engine, where I was oiling around, and I got a good look at the girl. She was about middling tall, slender, with golden hair you wanted to touch, and as sexy-looking as Jean Harlow and Myrna Loy rolled into one.

When I pulled out of town I couldn't help thinking what a fine-looking couple my fireboy and Dot made. I decided that wedding bells would ring for them some day and I'd be called upon for a present.

I couldn't see it any other way. Jimmy had been making good money and, better still, was saving it. Practically every month he would slip me what was left of his check, after paying his expenses, to deposit for him in the bank at Deer Lodge. Another thing, he was doing well as a fireman and was about due for promotion.

I didn't see anything of him for about a week after that. Then he climbed into the cab and rode as far as the top of the hill with me. He didn't say much at first, but when I got No. 736 hooked up properly he started telling me his troubles. It seemed that engineer Red Gaffney also was playing around with Dot, or trying to, and Jimmy's way of thinking, was making more of an impression than was necessary.

A helluva lot of pages had been torn off the calendar since I was interested in the courting business, but in my day I didn't take a back seat for any one. Whatever I told my fireboy that day doesn't make any difference now, but when he left me he had his mind made up. If Red really did want the girl he wasn't going to get her for simply asking.

By the end of the month after dream-boat's arrival, most of the boys gradually dropped out of the race to make way for Jimmy and Red, who seemed to be running neck and neck. The affair got so interesting that Dad O'Leary put up a blackboard in his place at Avery on which to tab the best we were making.

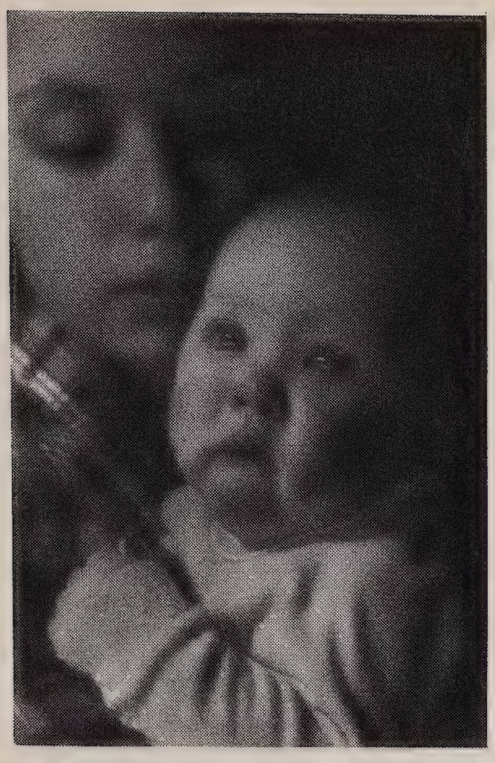
At first it was even money, but after a while Red's supporters began giving odds. I didn't stop to figure out the dope, for I was on Jimmy's side. To make my stand clear, I dug up one hundred iron boys and played them on his chances.

As I didn't tie up at Haugan, I had to take the other fellows' word as to how things were progressing, and I must say their reports were anything but encouraging. Dot seemed to like Jimmy first rate, but Red was running strong.

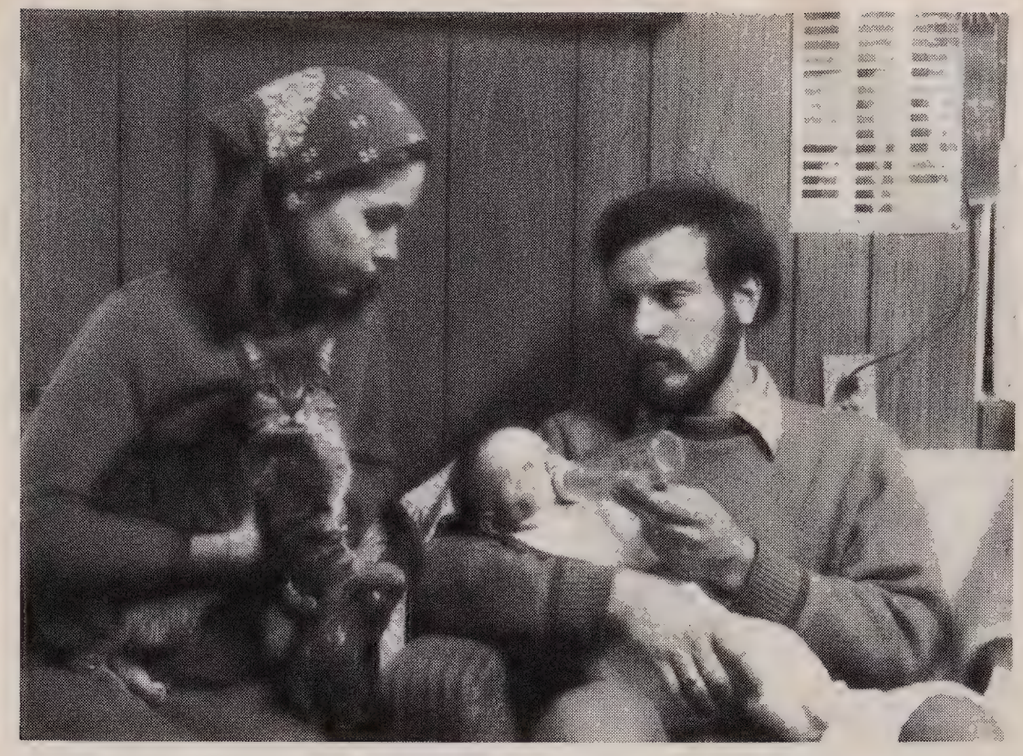
Girls are strange creatures. Emotional and exiciting. As soon as they get a bunch of stiffs loony over them, they pull stunts that would make a Mallet jump the track. Take Dot Morton, for instance. After convincing Jimmy he was good for thirty miles on a mountain grade, she swings over to a young

(Continued on page 41)

(Top) David Tutwiler's critical eye catches Chicago, Burlington & Quincy Northern No. 5632 in her prime rolling an excursion train through the western suburbs of Chicago. (Bottom) The same 5632 in a Chicago scrap yard as she was seen in her last hours; stripped, cold, and forgotten. David, who spent many hours along the Burlington Route right-of-way, finished both paintings in 1976.



Wife Line, and artist like David, with daughter Heather Maria.



Family portrait this past March shows Liné, a busily occupied David holding Heather Maria and a very inquisitive pet cat, Daylight.

INTERESTING RAILFAN NUMBER 191 DAVID TUTWILER

BY FREEMAN HUBBARD

BY PAINTING a picture of Burlington's famous Mikado 4960 steaming past Mendota station in central Illinois "trailing clouds of glory," a fleecy smoke-plume, David Tutwiler won not only local acclaim and statewide recognition but also and eventually a gorgeous blue-eyed baby doll named Line Stevens, an artist like himself, gentle and understanding, "to have and to hold" as a wife who became the mother of their baby daughter, Heather Maria.

Dave was born Jan. 2, 1952, while a blizzard was raging at Berwyn, Illinois, about midway between Burlington trackage a mile to the north and the Santa Fe a mile to the south. The father of Dave and his brother Vince is a reupholsterer with artistic taste that both lads inherited. Dave fell in love with railroading at an early age. Like many of us, he recalls the thrill of listening to the cry of "lonesome" whistles in bed at night. He realizes now that what he heard was the swan song of steam power.

His fondness for trains and engines was nurtured by his friend and art teacher Charles Vickery. Charlie was a regular patron of the Burlington's Iron Horse Rambles in the early sixties and aroused the boy's eager participation in them. It was in Charlie's studio, too, that our *Interesting Railfan* began reading *Railroad Magazine*. This also profoundly influenced his livelihood.

"During my teen years," he tells us, "I spent many a happy summer day hiking alongside the CB&Q rails between Hinsdale and LaGrange, where Charlie's studio is situated, in addition to visiting museums and scrap yards, where we sketched. Most of my painting is done from studies made on location. Before I start a job I get as much reference material as I can. For me, nothing can compare with sitting down at a railroad site and studying the subject first-hand. Experiencing conflicts with nature gives me the ability to create solid pieces of artwork. Among the places I visit regularly are the operating steam railroad museum at North Freedom, Wisconsin; the Laporte County Steam Historical Society at Heston, Indiana, and the National Museum of Transport in St. Louis."

When sketching in the picturesque sand dunes of Indiana one day, he had just completed an 18x24-inch lay-in for a painting, had packed up his paints and easel, rather proud of his sketch, and was about to depart when a gusty wind blew the wet painting face downward on the sandy ground, totally ruined! Undaunted, he returned to the studio and recreated the scene while it was still fresh in his memory. His basic medium is oils. He also uses casein (as in the fiction-story illustration on pages 34-35 in this issue of *Railroad*) and watercolor (remember his watercolor of the Chessie Steam Special on the back cover of our May '78 issue?) and pen and pencil.

"I have found," he says, "that in sketching on location my mind stores information that can be applied to pictures completed in the studio. All is not lost. I evoke the idea and express it as I originally viewed it."

Dave attended a grammar school run by the Sisters of St. Joseph at Hinsdale, Illinois. In his eighth grade he entered a contest, open to pupils all over the state, and was surprised and delighted to win first place in the local category, second in the district, and then second in the entire state. His entry, depicting the CB&Q 4960 at Mendota, was exhibited at the state fair. Through it he was awarded a scholarship to the Art Institute of Chicago.

"For a change," Dave says, "my teachers had good reason to be proud of me. I was never particularly good in academic studies, because I had a strong interest in drawing and painting and spent much spare time sketching steam locomotives, often on my school-work papers. At recess time I

would sketch rather than play ball with the other kids."

The first money he earned came from doing odd jobs for his art teacher, Charlie, which led to a personal friendship on a railfan basis. Both of Dave's parents are talented artistically. Sometimes the whole family went out with the art teacher, a close family exploring places and sketching.

But, you ask, what has all this to do with the "grand prize" of a beautiful wife that Dave received as a result of his painting a picture of the 4960? We're coming to that right now. If Railfan No. 191 hadn't made that picture, he would not have been given the scholarship to the Art Institute of Chicago, thus continuing his growth in art onto his enrollment in the American Academy of Art, an even greater school, to which he also won a scholarship and where he met Liné Stevens.

"I was 19 then," she tells us, "and he was 21. We first met in 1973 on my very first day as a student at the American Academy of Art in Chicago. David was already a scholarship student there. A girl friend and I wandered into the classroom looking for my locker. He was in a life-drawing class, the only person working in that room at the time. I looked over his shoulder at a charcoal sketch he was making. I thought it was good, and we talked with each other. Each of us found the other one attractive. That started a romantic friendship which led to marriage.

"Our first date was to a Renior exhibit at the Art Institute. I was so thrilled at the time that I barely glanced at the classic avenues but kept watching David. It was like being in a dreamworld. After that, we spent nearly all of our school lunch periods together. Sometimes we'd go to Grant Park to see the South Shore and Illinois Central electric trains arrive and depart."

On October 16, 1975, two years after their first meeting, they were married by a "wonderful" Franciscan friar, Fr. Bernard Geiger from Marytown, Kenosha, Wisconsin, in St. Mary's Colonial Cathedral, with all the frills of a big wedding, including high mass. Afterward, they enjoyed cake and wine in the monastery.

Dave says: "We had planned to coincide our honeymoon with a sketching trip westward, following the American Freedom Train. At the time, I had just sold a 30x40-inch oil painting of that train to one of its four sponsors, and I had assignments for more paintings of the AFT. So, loading up our Volkswagen bus, we were on our way. We stopped now and then to sketch along the route and camped as often as we could. We met the train in Cheyenne, Wyoming, but saw only the cars with their historical exhibits. No engine. Without the locomotive it had no dramatic appeal. But we learned that the Southern Pacific's 4449 would meet the train in Salt Lake City, so we headed for Utah.

"There, we spent three days before the AFT was due in Ogden. In order to make up for the money we had lost with engine trouble in Cheyenne, I hiked from door to door, asking if residents would like me to do a watercolor painting of their home. This provided me with more orders than I could fill in three days, and rejuvenated our funds.

"The night of the train's departure was cool and clear. Swarms of people who gathered near it were driven back suddenly by a blast of cylinder steam. The AFT left at two a.m. I got into our bus, found my wife sound asleep after the day's activities, and sped off toward the highway, heading north along the UP tracks. We waited a while for the train to switch onto the mainline."

The night was ultramarine blue, with a star-studded sky and a brilliant full moon. Distant snowy mountain peaks reflected the soft moonlight. As the engine approached with a loud torrent of steam pressure, Dave headed north as

Ex-Dardanelle & Russellville Mogul No. 9 rolling through snow at Mid-Continent Ry. Museum, North Freedom, Wisc., in February.

fast as possible. His bus was part of a caravan of traffic following the steam train. The locomotive's boiler was streaked by a sharp line of moonlight from cab to smokebox and her stack poured out a thick creamy plume of steam that looked like silver against a velvet sky. Her drivers rolled a grand tune of rhythm across the prairie, lit by lights located under the running-board trim. During all this time Liné was reclining on their makeshift camp bed, peeking out from behind the curtains.

Dave continues: "Next day the train crew told me they had seen our trolley-red bus the previous night leading that parade of middle-of-the-night railbuffs. At length we arrived at Ogden, learned where the train was set up at an Army base, and then got some much-needed sleep. That afternoon I prowled around, sketching and studying detail for future work.

"Boarding the train at Ogden, we rode to Boise, Idaho. By previous arrangement, two guys were driving our bus to meet us in Boise. Meanwhile, at Ogden the night had a damp, penetrating chill. We huddled close beside the huge Northern type engine, keeping warm—body, mind, and soul. My enthusiasm was at its peak. That night on the coach I slept very little—there was so much activity I didn't want to miss. Line and I stood on the open observation platform, along with other passengers. One crew member kept contact with the 4449 with his radio unit. We were backing around an embankment. Ahead, the switchers awaited. The man with the radio announced quickly, 'OK, hold it!' There was no reply. We kept edging closer to the switcher. Again, more peremptorily: 'Stop the train!' Still no answer. I was worried.

"The radio man tried again. 'Somebody better stop this thing!' Then we halted so suddenly that from where I stood no track between could be seen! We sighed with relief. At length we reached the main, set free by the switchers, and highballed off into the night. At one point along the route, while assisted by UP geeps, the train came to a stop. The 4449 was uncoupled; then we proceeded on past her and out of the canyon.

"All this fascinated me. Here we were miles from civilization and in the middle of night waiting for the steamer to tiptoe above the roaring rapids of the lower canyon. I stepped down off the train and waited alone. The night was heavy with silence. Soon in the distance I could see a twinkling light moving along the horizon at the foot of the mountains. A whistle blast, and I knew she had made it through.

"The sound carried back four times off the distant mountains. Soon I heard the soft chuffing of the engine ascending the grade. She soon rolled over it past me, coated with men sitting anywhere they could on engine and tender. I saw loyalty there, loyalty to a great engine. In a sense, the crew chose to 'go down with the ship' rather than leave her. I returned to the plush interior of the observation car. It was a luxurious car with full-length mirrors framed in ornate wood carved with gilded French period furnishings, complete with tassels and curtains.

"Next morning we ate breakfast in the cheerful diner while rolling through Idaho's vast wastelands. At about 11:30 a.m. we stopped at Glens Ferry to take on fuel and water. There I was given permission to ride in the can. Eagerly I boarded the engine and my wife went back to the rear cars. We agreed to meet at the center of the train at the next stop, when we'd both return to the rear.

"I found an ideal seat atop the tender for observing the sway of the great locomotive and I took many photos. Then I learned that I could stay in the cab, if I wished, as far as Boise; and managed to tell my wife about the change in arrangements just barely in

Liné and David's teacher friend, Charlie, stand in chill last April at Shiller Park, Ill., beside visiting Royal Hudson.

It was bleak and cold at Mid-Continent Ry. Museum as warmly dressed Liné, carrying Heather, papoose-style, stands on foot-board of once proud CB&Q fan-tripper 4960. The Museum is located 7 miles west of Baraboo, home of Circus Museum.

time to get back to it. As I grabbed for the railing to climb up, the engine was already in motion. It was a close call! For an additional hour I rode there, and was allowed to blow the whistle. There were two in the 4449, one high, one low.

"Arriving in Boise, we headed for our bus and 15 hours of sleep. Then we drove on to the Oregon coast to visit some relatives. On our long drive back to Chicago, we stopped off in Cheyenne. There, after some difficulty, I was given permission to photograph the 8444. I had told a Union Pacific vice president by phone that I was an artist, had been riding the Freedom Train, and needed research photos for my work."

His wife enthuses: "I shall never forget that trip, from which I brought back a multitude of ideas deep within my memory."

"What kind of husband did Dave turn out to be?" we asked.

"The best a woman could want," she says. "One reason why we get along so well together is that we have much in common. Both of us are artists. We spend most of our time together, working in our studio, cooking meals, and taking care of the baby. We look forward to having a home of our own somewhere in the woods, miles from any neighbors, and to be as self-sufficient as possible. We can always ship David's paintings to the galleries for exhibition and sale."

Dave is one inch less than a six-footer, with a lean, weight of about 145 pounds. He is alert to the activities around him, but only the kind that appeal to him. Otherwise he prefers quiet solitude, and regards himself as being in tune with nature. His wife has light brown hair, parted in the middle and gently falling over her shoulders, sea-blue eyes, and a ready smile.

"From the first time I saw her," he says, "there was no doubt in my mind that she would be my wife. After a year and a half of courtship I proposed to her near the old Highlands depot in Hinsdale and bought her engagement ring at the Art Institute of Chicago. It didn't take me long to make a railfan out of her, our first steam trip together being out of Chicago in 1973 behind the Southern's 4501. With me she visits museums, parks, and scrap yards. We made many trips together to see the Burlington's 5632."

The Tutwilers have a cat, Daylight, named for the Freedom Train's 4449. Liné tells me that she and Dave enjoy cooking and they help each other to prepare their meals.

"He's more imaginative with meals than I am," she says. "He likes to experiment with different foods."

Dave has very little interest in sports. He enjoys classical recordings for background when he is working on a painting. Also folk music and, to a limited extent, rock types. When he was living in the dunes a favorite subject for his brush was the Chicago South Shore & South Bend Railroad. He has completed a number of South Shore subjects for retired employes of that line in addition to orders from the gallery which handles his work, The Jeweled Gazebo, in Chesterton, Indiana. Also, both Dave and Liné are showing their work at the new Marine Arts Gallery Ltd., 110 Dock Street, City Dock, Annapolis, Md. 21401. Drop out there some time if you're ever in that vicinity.

As we go to press, the Tutwilers hope to have located a home in New Hampshire or Maine, but are currently receiving mail at Vickery's Studio, 8 West Harris, LaGrange, Illinois 60525. They like to get letters and cards from fans.

They had just cleared
the small timber trestle, a mile
west of Haugan, when it fell in. The headlight
casing melted away, the glass
gage burst. Jimmy shut off the valves and
took a chance on the water.

BURNING MOUNTAIN (Continued from page 35)

hogger like Red Gaffney. To sidetrack a boy like Jimmy and give someone else the mainline didn't make sense to me.

I guess Jimmy was wiser than most of us thought. He didn't say much, but just kept plugging along. To cap the climax, Red sent for a gorgeous gold locket, which were stylish in those days; it contained his picture on one side while the other was a shot of the 2107, which he was running; and Dot accepted it.

Everything seemed cut and dried. Bill Hinds, who had covered my $100 bet, was yelling for his money; but "Dad" O'Leary, who started the betting stunt, ruled all wagers stood until after the wedding.

EARLY IN SEPTEMBER, came the big fire. There was quite a bit about it in the papers, but none of them got the details exactly straight. Some fellow belonging to a bridge and building gang noticed a reflection over in the direction of Wallace. There was no sunrise that morning–the air was full smoke.

Everyone in Haugan packed what belongings he or she could carry and made ready to move. The last message the operator received, before his wire went out of commission, was that two bridges west of tunnel 26 were gone and the whole mountain side was a mass of flames.

To add to the terror, a second blaze was discovered this side of Haugan, creeping toward the town from the direction of Nine Mile. If ever a burg looked doomed, that was the place! Mackedon told me afterward he'd never seen so much praying in all his life. Fellows who hadn't been inside a church since they were kids backed off the boards.

The bridge and building outfit at Bryson left their cars in on a blind siding, but the crew spiked in a switch. Red and Jimmy, on engine 2107, ascended the hill, picked them up, and hauled the outfit to Haugan. There the inhabitants were loaded on and brought to St. Regis, where I had been tied up with my train on orders from the chief dispatcher.

When they left Haugan, more than half the town was in flames. The big coal chute was a roaring furnace. Heat became so intense it cracked numbers of the car windows, and the bridge gang was busy keeping the train from burning up. Just before leaving Haugan, Red put Dot Morton aboard, leaving my tallowpot to look after Mrs. McDonald and kids.

On arrival at St. Regis, we transferred them all to the coaches on my train. I was just about to pull out for Alberton when the op ran up with a message from the chief dispatcher asking if Marsh, the super, was with the refugees. He had gone up the hill that morning to inspect some work being done on the tunnels.

A search of my train showed he was not among the passengers. The only thing we learned was that he'd been seen walking up the track toward the big tunnel that morning. One thing certain, Dot's uncle was up there on that blazing mountain! It was hardly possible he could be alive. Still, there was the chance that, in case he discovered the blaze in time, he might have taken refuge in a tunnel.

There was talk of a rescue party, but those who had just come through the blaze had no desire to try again. Jimmy remained quiet while the rest were talking, but suddenly he asked: "Who'll fire the 2107 for me if I go up there after the Old Man?"

Half a dozen volunteers stepped forward. There's no fool like an old one, which probably accounts for the fact that I was among them. But Jimmy vetoed my offer.

Placing his hand on my shoulder, he said: "Stodd"—he used to always call me that when he was real confidential—"Stodd, you beat it over to your own engine. It's up to you to get those women and kids to Alberton."

Red was standing a short way off talking to Dorothy and telling her everything would be all right, but hot sweat formed beads on his forehead.

Stepping up to Jimmy he growled: "You're not takin' the 2107. I'm in charge of that and I'm not letting any tallowpot burn her up."

"Well," said Jimmy, frosty like, "if you don't want me to take her up, why not do it yourself? I'll do the firing."

"I haven't gone crazy yet, Jimmy Shaw, even if you have. No one can go up there and come out alive. If you want to risk your neck, that's your funeral but the 2107 is stayin' here."

He didn't talk loud enough for Dorothy to hear, but I noticed that Jimmy's face turned red, then pale, and his fingers were twitching. Finally he blew up.

"I don't give a damn if the road loses an engine. There's an old man up there on that mountain who's worth a dozen engines, and I'm going after him!"

Turning to those who had volunteered to accompany him, Jimmy shouted: "Come on, fellows," and headed for the 2107. Red Gaffney, swearing a streak of obscenity, jumped at the fireman brakeman but was met halfway by a husky, who grabbed Red by the neck and started him for the sidelines with the aid of a number 10 shoe.

THAT RIDE of Jimmy's would make a great story for the movies. Besides himself, there were two volunteers. Previous to leaving town Jimmy filled the tank and then robbed the section house of all its blankets. These he spread around the cab. While one of the men looked after the firing, the other attempted to keep the blankets wet with water from the tank.

Jimmy never did say much about the excursion, but Danny McGillvary, who went along as fireboy, told me about it afterward. They didn't strike the real blaze until just this side of Nine Mile. Before getting that far, the timber didn't come close enough to the tracks to cause much trouble. Still, the heat was anything but comfortable.

From Nine Mile on, according to Danny's description, the trip was a nightmare. With ties burned out and rails bent by the heat, the old 2107 rolled like a runaway coal hopper on a mountain grade. Nothing short of an act of Providence kept them from being ditched.

When they reached Haugan the coal chute and everything else was a mass of smoking ruins. They had just cleared the small timber trestle, a mile west of Haugan, when it fell in.

The heat was getting worse all the time. To touch the handrail or any of the other metal parts around the boiler was like grabbing hot coal. The headlight casing melted away, the gage glass burst. Jimmy shut off the valves and took a chance on his water.

Although the heat burst out the cab windows, Danny said, Jimmy didn't seem to notice it, but continued to sit there with his blistered hand on the throttle, peering ahead through the smoke. Once he called Danny over to his side of the cab to say that if Marsh was anywhere this side of the big bore he must be in tunnel 19.

The Fiery Run

THROUGH woods, aflame, she's fighting game
To save her heavy load.
Her drivers slip and again they grip
The rails of the iron road.

The fire roars as on she bores
Through smoke clouds thick and black,
She pays scant heed to the demon's greed
And shouts defiance back.

She steams ahead where flames burn red
And rails are soft in the heat.
Battered and gray from the fire's play,
She screams she won't be beat.
E. E. KNAPP

Number 19 was a short bore about mindway between Haugan and the big tunnel that marks the upper end of the Bitter Roots divide. All were on the lookout when they passed through it, but not a soul did they see.

The uselessness of seeking refuge there was quite plain, as the short bore proved nothing less than a flue for the holocaust that raged around it. With the wind blwoing from the east, the deep cut leading to the tunnel served as a flue to carry the flying sparks up to the mouth and the blast shot them Through. According to Danny, No. 19 was the shortest bore, but nevertheless the hottest.

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Through the place they passed, the 2107 squeaking and groaning under the punishment inflicted upon her. Water was getting low in the tank, but to stop bailing it about the cab was out of the question.

Jimmy motioned his fireman to his side of the cab. "Danny," he yelled, "if Marsh is out along this grade anywhere it won't do us any good to find him now. The only thing we can hope for is that he's near the big tunnel. And if we don't get there mighty quick ourselves this old mill is going to run out of water."

The 2107, as if knowing she was being imposed upon, began to lag noticeably about that time. Jimmy had her hooked about halfway up, but was soon obliged to work the reverse toward the corner.

Only two and one-half miles more and they would be at the big tunnel—and safety!

The timber, which so far had been heavy along the right-of-way, now thinned out to make way for slide rock. While this didn't burn, it stored up a world of heat and was as bad as the flames themselves.

The 2107 was acting queerly now, but she didn't give up until a mile east of the tunnel. There she let out a groan and quit. Seeing she was done for, the men unloaded and started up the grade on foot.

I REMEMBER reading a story once about fellows who got lost in a desert and ran shot of water; how their tongues parched for want of a drink, and how the alkali choked and blinded them. Somehow the story came into my mind when Danny described that trip up the hill.

They got just as thirsty as those desert chaps and the ground under their feet was as hot. Besides this, the air was full of smoke. Eyes became bloodshot and sore. Everything they looked at was through a blue, shifting haze.

They had gone possibly half a mile when something like a miracle happened. Jimmy Shaw, who was in the lead, tripped over something and nearly fell. The next moment he was down on his knees, shaking a helpless form and yelling at it to come to life.

He had stumbled over the very man they were looking for! There lay the superintendent, Dot's uncle, just as he had fallen when overcome by smoke. The three volunteers had their hands full during the time it took to reach the tunnel, tugging the unconscious form between them. They finally laid their burden on the track, in the cooling darkness of the big bore. Although exhausted themselves, they managed to resuscitate the seemingly lifeless form.

Jimmy left him in care of Danny and Blake—the name of the third man of the rescuing party—and started for the other end of the tunnel to ascertain if others were in the place besides themselves.

Ten minutes later Danny's attention was attracted by shouts coming from the interior. Going in to investigate, he found Jimmy Shaw lying across the track, unable to get up. In the darkness he had tripped and fallen—in such manner as to break his leg!

Meanwhile, the fire gained such headway that Federal troops from the nearest barracks were sent to fight the blaze. They reached the tunnel the next day and rescued the little party holed up there, who meanwhile had got mighty discouraged.

The pain from Jimmy's injury had started a high fever. He and Marsh were moved to the hospital at Missoula, where Jimmy spent several days in a delirium, raving about fires, engines, and Dorothy. It's hardly necessary to add that Red Gaffney and the dream-boat were no longer seen in each other's company. Matter of fact, a preacher came to the hospital room one day and married Jimmy and Dot. I laid off my regular run to be the best man. ●

"Danny," he yelled, "if
Marsh is out along that grade anywhere
it won't do us any good to find him now.
The only thing we can hope
for is that he's near the big tunnel.
And if we don't get there mighty quick
ourselves this old mill is going out of water."

PASSENGER TRAIN SURVEY

I Need Short Letters from Readers About
Unusual Experiences They Have Had or Observed
While Riding the Rails in U.S. or Canada

Ramona K. McGuire

Thomas W. Dixon, Jr., P.O. Box 417, Alderson, W. Va. 24910

The Lakeshore Limited, Amtrak train No. 49, pulling up to station at South Bend, Indiana, on November 2, 1975.

GOOD NEWS these autumn days for U.S. passenger train riders. House-Senate conferees have approved legislation giving a reprieve from cutbacks in routes and services at least until Oct. 1, 1979 from a May proposal by the Department of Transportation to eliminate about one-third of Amtrak trains. At about the same time the Interstate Commerce Commission ordered the Southern Railway to continue running the *Southern Crescent* until Aug. 4, 1979. The action on Capitol Hill stalled immediate plans by Transportation Secretary Brock Adams to cut about 9,000 miles of train travel between New York and Kansas City, Chicago and San Francisco and Chicago and Seattle. Rep. Harley O. Staggers of West Virginia, principal sponsor of the freeze, said it would give Congress additional time to study the costs and benefits of each route. The bill authorized $600 million to subsidize Amtrak operations in the fiscal year that began October 1.

The ICC said it had authority to order only a one-year extension of the *Southern Crescent,* and if Southern wishes to discontinue service after that period, it must again seek commission approval. In its order, the ICC expressed hope that an agreement could be reached in

Gone but not forgotten. CP Rail train, *The Canadian,* at Montreal's Westmount station last May 8th, enroute to the Pacific Coast.

Miniskirted passenger-train enthusiast Michelle Zarawski greeted Amtrak's *James Whitcomb Riley* at Hammond, Indiana.

Gustave R. Portelance, 1430 rue St. Marc, Ap. 1007, Montreal, Canada H3H 2G3

1979 to have the *Crescent* taken over by Amtrak. DOT has proposed this as part of the Amtrak overhaul. Southern had asked to discontinued the *Crescent* last April, but the ICC pushed back the date until early August so that it could hold public hearings on the proposal in 21 cities along the 1,378-mile route. A Southern spokesman said they may contest the decision in court.

The well-known *Southern Crescent,* using refurbished cars, offers passengers free morning newspapers and fresh-cut flowers on the dining car tables, which, as railfans know, are set with gleaming silver tableware on fresh linen cloths. All the food is cooked on board and I have yet to hear of a complaint from a passenger.

A NEW LOOK has been given to Amtrak's *National Limited,* its New York-Pittsburgh-Kansas City train, by using Amfleet equipment. It was the first use of new equipment on this route in a quarter century. Amtrak officials expect *National Limited* ridership to increase because of the greater comfort available on Amfleet as compared to the older cars which have an average age of 28 years. The cars are equipped with all the luxuries of modern travel—pastel-color-and patterned interior decorating, indirect lighting, roomy seats, automatic sliding doors, pull-down seat trays for writing or eating, public address system, carpeting, air conditioning and humidity control. Sit-down dining car service, complete with waiter service, tablecloths and flowers on every table, will be maintained. Sleeping car service, using refurbished cars, will be offered at first only between New York and Indianapolis, but will be restored to Kansas City in November as existing cars become available.

The Washington-Harrisburg portion of the train, operating three days a week in each direction, will continue to operate with older equipment until late October. This will require Washington and Baltimore passengers to make an across-the-platform change in Harrisburg. On October 29, the Washington section will be in service daily with through cars operating via 30th St. Station in Philadelphia, where the Washington and New York sections will be combined on westbound trips and separated on eastbound trips. Some 492 of the new lightweight cars were bought from Budd Company, which manufactured them in Philadelphia, at a cost of $206.3 million.

SECRETARY OF TRANSPORTATION Brock Adams has approved a $33,801,512 grant to continue modernization of the former Erie and Lackawanna commuter railroad in northern New Jersey. The grant was made by DOT's Urban Mass Transportation Administration to the N.J. Department of Transportation for improvements on the railroad's Morris and Essex Divisions.

The grant covers the conversion of the antiquated 3,000 volt direct current electrification system to a 25,000 volt 60 cycle A.C. system. This is compatible with the voltage approved by Secretary Adams for the Northeast Corridor railroad improvements. The voltage compatibility will enable commuter trains to travel directly to Penn Station in New York City, should a proposed track connection be made to the Amtrak mainline near Kearny. UMTA has received a preliminary application from New Jersey for this direct rail access project. A $15,079,500 payment toward the purchase of 180 new electric rail commuter cars is part of this grant.

THE EL CAMINO, Los Angeles County's experimental commuter train, has reached the end of the line. Completing six months of service between Los Angeles and San Diego, the $2.1 million refurbished train was replaced by new Amtrak equipment on the 128-mile run. The new Amfleet equipment which has been added to the six Los Angeles-San Diego trains, the *San Diegans,* will be uniform.

The Calif. Department of Transportation in Sacramento said that Caltrans will pick up the cost of the sixth train, the *El Camino*'s replacement through October 27. Caltrans has been sharing the trains cost with Los Angeles County during the six-month commuter trial period. The state transportation agency is financing two other *San Diegans* as part of the rail program. The other three are completely Amtrak. During a recent six-month period 75,000 more people had ridden the *San Diegans* than during the same period last year.

AMTRAK has expanded its package express service to include pickup and delivery in 25 cities through a program with the Purolator Corier Corporation. "We hope for shipper interest, since we can transport packages overnight between many cities and offer a single billing arrangement for pickup, movement, and delivery," said Al Michaud, Amtrak's vice president for marketing.

The service applies to Amtrak's three types of express priority, a high-speed service within the northeast, midwest, and west coast corridors; economy, for shipments up to 1,000 lbs; and custom, a specialized service for frequent users.

ON THE HEAVILY traveled Northeast Corridor, which has half of Amtrak's ridership, a new effort is being made to speed service and add niceties to Metroliner travel. There is now a guaranteed across-track connection between two Boston-New York trains and the higher-speed New York-Washington Metroliners which cuts about 50 minutes from travel times between the end cities of Boston and Washington. There also is a new roundtrip excursion fare saving $22 from the former Amfleet-Metroliner combination.

At the same time, Amtrak is now serving free coffee and tea to all passengers

on six Metroliner-type service between Washington and New York, cheese dip to club car passengers, and in club cars on four trains, free newspapers.
ers.

Down By The Depot

AMTRAK has approved construction of the first intermodal rail-passenger station in the U.S. near the Baltimore-Washington International Airport. Construction of the $2.85-million terminal next to the New York-Washington three-track mainline near the main terminal of the airport is scheduled to begin this fall. Passengers will be hauled between the two terminals by shuttled buses.

It will be Amtrak's responsibility for construction of the depot, platforms, tunnel and track. Maryland will provide the land, a parking lot and road access. The state and Amtrak will jointly support the operation and maintenance costs. The project is slated for completion by next summer.

MIAMI'S new passenger station, the most extensive project of its type in Amtrak's seven-year history, is now doing business. The new $5.7 million masonry and structural steel building can accommodate 350 Amtrak passengers. It features 2,000-foot platforms, canopy, 269-car parking lot, and landscaping. A cozy passenger lounge and Amtrak district headquarters offices are located on the mezzanine.

The new barrier-free facility was designed to make rail travel more convenient and attractive for handicapped and elderly passengers. Ramps, an elevator, accessible restrooms, and telephones are available for their use. The Miami-Chicago *Floridian* was the last train to leave the old depot and the *Silver Meteor* was the first to depart from the new one.

THE BUSINESS WRITER for an Indiana newspaper asked fellow passengers recently on the Chicago-to-New York *Lake Shore Limited* why they chose to take the train. A young fellow with three pre-teens on the train with him said he was tired of vacation trips that left him "weary from driving and broke from motels." This is a fact that many families are discovering. Train travel is more comfortable and cheaper than the family buggy.

Children generally love trains because there are no seat belts and there's lots of freedom to move around. When a child wants a soft drink or has to go to a rest room, you don't have to look around for a suitable place and park the car. And sleeping aboard a train is fun, too. The cost of driving an mid-sized car is estimated by the U.S. government at 17 cents a mile. With Amtrak's unlimited-mileage Family U.S.A. Rail Pass, a typical family of four (husband and wife and two children under 12) could make a transcontinental round trip of 6900 miles for less than seven cents a mile for the family.

SEND passenger train news and comments to Miss Ramona K. McGuire, 2235 Tehama, Apt. 7, Redding, Calif. 96001. ●

Jim Belden made this shot of servicing Rio Grande engine 5771 on *California Zephyr* at Grand Junction, Colo., Jan. 26, 1969.

INFORMATION BOOTH

ASK BARBARA. Railroad questions are answered here—as many as space permits.
Address Miss Barbara Kreimer, *Railroad Magazine,* 150 East 58th Street, New York, N.Y. 10022.
No questions will be answered by mail or telephone.

Question: When will the Seaboard Coast Line be united with the Southern Pacific?

Barbara: The "nuptials" are off. SCL ended discussions of a possible affiliation with SP on May 10, although in mid-December of 1977 the two companies had agreed to explore the idea.

Question: When did the Frisco go completely diesel?

Barbara: On Feb, 29, 1952, when Mikado 4018 left Birmingham with a turn round local to Bessemer, Ala. Upon arrival back in Birmingham that evening, the ex-USRA light 2-8-2 was taken out of service. Next day, a new GP-7 was assigned to the run. Frisco steam days were gone. Although its operation in 1952 was all diesel, the Korean War was not yet over and the Frisco retained 46 steamers for possible emergency service. These included 25 4-8-4's, class 4500; ten 4200 2-8-2's, and 0-6-0 No. 4749. Inspections were kept current on several oilburning 4500's and 1500's so they could roll if needed; but none of the steamers except the switcher returned to service. The 0-6-0 was leased to the Alabama State Prison line at Atmore and stayed there until 1956. After the Korean conflict ended in 1953, Frisco steam power was dead. Some engines were donated to on-line cities and museums; the rest hit the scrap track.

Question: For years, Sunday Bible services have been conducted on ships at seam Anything similar to that on trains?

Barbara: Yes, particularly on the Vermont Central in the 1850s, probably on other lines also. A Bible rack was used on VC trains because the Vermont Legislature had decreed that conductors read from the Scriptures to passengers traveling on Sundays. In the old days, a very few railroads didn't even run trains on the Sabbath, for religious reasons.

Question: Which were the last steam locomotives acquired by Southern Pacific? Were they the last big steam engines bought?

Barbara: Eight Consolidations that the Cotton Belt (owned by SP) were sent to the big system in 1956. The mid-1950s saw all SP steam gone except on regular mainline runs. But to the surprise of SP's Los Angeles shop workers, St. Louis Southwestern 4-8-4 No. 813 showed up one day for overhaul in early 1956. She was reclassed GS-8 and renumbered 4488. The last of a long line of SP big power, she was sent to San Francisco to work the roundtrip commuter run to San Jose, but was retired after making only one trip.

Question: What road is the C&IM?

Barbara: Chicago & Illinois Midland, owned by Commonwealth Edison Co., with headquarters at Springfield, Ill., and operating freight service between Peoria and Taylor, Ill., 121 miles. Its history goes back to July 17, 1905, when the Central Illinois Ry. was incorporated. It was renamed Chicago & Illinois Midland on Jan. 22, 1906. In 1936 it absorbed the Springfield — Peoria. The last I heard, its coal traffic connections were still being made with the Santa Fe, Baltimore & Ohio, Chicago & North Western, Burlington Northern, Rock Island, Illinois Central Gulf, Illinois Terminal, Conrail, Norfolk & Western, Peoria — Pekin Union, and Toledo, Peoria — Western. As of a recent report, they had 19 EMD locomotives, 500 hopper and gondola cars, and 6 boxcars.

Question: Wanted: words to "The Local," by Cy Warman, D&RG engineer, poet, and story-writer.

Barbara: How I long to watch the local
As she winds around the hill,
In the sunrise of the morning
When the autumn air is still!
And the smoke, like loosened tresses,
Floats along above her back
And you listen to the choo-ka,
Choo-ka, choo-ka of the stack.

How the men who ride those mountains,
Whose fiery steed of steel
Drinks nature flowing fountains
Must inevitably feel;
Some divine or mystic painter
Spreads the scenes along the track,
As he listens to the choo-ka,
Choo-ka, choo-ka of the stack

In the deary hour of midnight

Collection of Gorton T. H. Wilbur

Bible rack held scriptures read by Vermont Central conductors in 1850s.

While the pilot plows the gloom
And from the hills wild roses
Send forth their sweet perfume,
While the weary, wary watchman
Whose lamp lights up the track,
As a hundred hills give back
The choo-ka, choo-ka of the stack.

Ah, how I miss the music
Of the whistle and the bell,
The breathing of the air pump
More than any one can tell,
Pleasant railroad recollections
Seem to try to call me back
When I listen to the choo-ka,
Choo-ka, choo-ka of a stack.

Question: If New York Central's old 999 or other high-stepping engines of the 1890s had been superheater-equipped, could higher speeds have been attained?

Barbara: That is quite possible. It was generally conceded that the valves and valve gears used in the 1940s were not as efficiency for quick steam admission as the ones in service during the 1890s. Bearing in mind, of course, that steam pressures of 1940 locomotives would have been hard on the semi-balanced valves employed prior to the turn of the century, the relatively unretarded steam coursing into the cylinders might well have produced an engine-speed approaching 150 mph.

Question: Did Canadian National turn a profit last year?

Barbara: Yes. Canadian National had a $28 million profit for 1977, the highest net profit since 1943 and the second consecutive profitable year following 20 annual deficits. Robert A. Bandeen, CN president and chief executive officer, said this was "satisfying in that it was achieved under adverse economic and market conditions." CN's gross revenues for 1977 were $2.7 billion, a $200 million improvement over 1976 and the largest in the company's history.

Question: When was rail-ship service first inaugurated between Havana, Cuba, and Key West, Fla., and New York City?

Barbara: Service between Havana and New York was put into regular operation shortly after Florida East Coast Railway's celebrated entry into Key West on Jan. 21, 1912. A

One of the all-time spectacular bridge scenes taken long ago in Richmond, Va. Who can supply details?

Havana newspaper reported that year: "The all-steel fast limited train service between Key West and New York via the Florida East Coast, the Atlantic Coast Line and Pennsylvania in connection with the Peninsular and Occidental steamships, leaving Havana daily, except Sunday, will be resumed on August 2. This train carries the latest all-steel Pullman drawing—room and standard sleeping cars, is electrically lighted and equipped with electrical fans throughout. There is no change of cars between Key West and Pennsylvania Station in New York City. Only two nights en route between Havana and New York."

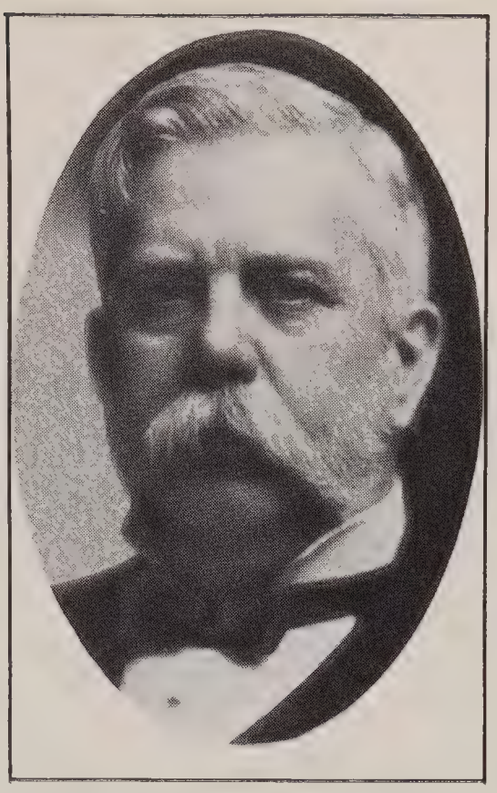
Question: Who was Richard Trevithick?

Barbara: Born in Cornwall, England, in 1771, he was the first person to use high-pressure steam in an engine instead of atmospheric pressure as in the condensing steam-engines of Newcomen and Watt. A self-made inventor, he taught himself about engines by observing them at the Cornish tin mines. About 1797, he built a steam engine for Herland Mine and in 1800 a double-acting high-pressure engine for Coolis Kitchen Mine. In 1796, he experimented with model steam locomotives and by the end of 1801 completed the first steam locomotive that ever pulled a passenger car.

His first steam rail locomotive was built in 1803 to haul iron from Penydarran to the Glamorganshire Canal in Wales, going into service in Feb. 1804; but her weight of 5 tons was too much for the cast-iron tramway rails then in use. In 1808 Trevithick tried again to popularize the steam locomotive, by running one on a circular track in London. She was a success, but the public was not sufficiently interested, so Trevithick quit working on engines. His last patent, for the use of superheated steam, was taken out in 1832. The following year he died in poverty in Dartford, Kent, England.

Running Extra

AN ITEM in *Info Booth* piqued my interest because I have been following Conrail in Canada closely. The rail lines over which Conrail operates in southern Ontario belong to Canada Southern Ry., which after 110 years still exists. The relations between it and Conrail are quite complicated. CS was let to Michigan Central and in 1929 sub-let to New York Central. In 1968 the sub-lease came into Penn Central hands. In 1976, a U.S. court ruled in favor of Conrail, against PC, giving it permission to acquire from



George Westinghouse, an American engineer, who invented the automatic air brake that became a standard safety feature among the world's great railroads. This achievement was developed between 1872-73.

PC that company's controlling interest, about 70%.

In the same year, Conrail asked the Railway Transport Committee of the Canadian Transport Commission for permission to acquite CS, to set up a subsidiary (Conrail of Canada, Ltc.), and to obtain the requisite Certificates of Public Convenience and Necessity. The latter are required under Canadian law to operate a railway. That application was denied. A second request has been made. Hearings, which began last year, are still in progress. Credit for the first denial and for the granting of lengthier hearings rests with the minority stockholders' association. Meanwhile, operation of trains under the sub-lease is by the estate of Penn Central Transportation Co., from which one needs permission to visit the property.

The disposition of Canada Southern motive power, rolling stock and other corporate assets (the Detroit River Tunnel Co. and the TH&B, as two examples), the lease and the role of Parliament are issues of dispute between minority and majority stockholders. Valuations of "unreplace" property reach $200 million.—R.D. Tennant, Jr., Scotian Railroad Society, P.O. Box 997, Armdale Ptl. station, Halifax, N.S., Canada B3L 4K9.

WANTED: Info and pix on Des Moines & Central Iowa.—David Todd, 1629 Boise, Alliance, Neb. 69301.

ANYONE TELL me if the railroad triple bridge at 16th and Dock in Richmond, Va., still stands? If not, when was it taken down? Which railroads were involved? When was it built? Was this the only such bridge on earth?—E.M. Query, retired Monon, RR. conductor, 1218 King St., Lafayette, Ind.

HERE'S MORE on Southern Pacific cab-ahead locomotives gathered from and supported by two "Bibles" on the subject, Gerald M. Best's article in Railway & Locomotive Historical Society Bulletin 94 and Guy L. Dunscomb's *Century of Southern Pacific Lomotives.* The original engines were two 2-8-8-2's ordered to run stack-first and later rebuilt to cab-forwards. All others were rebuilt cab-forwards. Four separate wheel types were involved: 2-6-6-2, 2-8-8-2, 4-6-6-2, and 4-8-8-2. They were Nos. 4000-4048 (2-8-8-2) and Nos. 4011, 4013, 4022, scrapped as compounds, others simpled. Nos. 4200-4211, 2-6-6-2 were rebuilt to 4-6-6-2, rebuilt to simple, and renumbered 3900-3911. Nos. 4100-4294 (4-8-8-2) ordered simple expansion. The first engines were received in 1909.—C.P. Arnold, 21011 Mission Blvd., Hayward, Calif. 94541.

INFO AND PIX wanted on the father of the automatic airbrake George Westinghouse.—J.P. Whatley, 1027 Valley Forge Rd., Apt. 173, Carriage Mews, Devon, Pa. 19333.

WHILE I WAS TEACHING at Cornell U. in Ithaca, N.Y., the DL&W and Lehigh Valley had depots in the valley near Lake Cayuga shore. Ithaca was served by a third depot, high on the hill to the northeast in a depot called East Ithaca. Trains from there descended to the mainline level via a switchback. Anyone know if this switchback route, carrying passengers trains in 1924, was on the old Elmira, Cortland & Northern? What was the route of the old EC&N? Its northern terminus? Who owned it in 1924? Does it, or part of it, still exist as a freight line?—F.S. Eaton, 40 Jones Rd., Wallingford, Conn. 06492.

WHAT BECAME of the Amtrak crisis with the SD40-F's? 150 units, but GM continues to build 6-axle units. Didn't Amtrak is tearing apart all the Burthe Burlington Northern's president approve the purchase of these locomotives while on the Amtrak board, but was the first to completely ban them from the BN?—F.R. Harvath, 612 River St., Owsso, Mich. 48867.

RE CAPTION OF PHOTO of Grand Trunk cornfield meet at Lindsey, Ont., in your May '78 issue: undoubtedly the picture in book *Train Wrecks,* by Robert C. Reed, shows the same scene. The wreck occurred during a violent

Photograph by Frisco Railway

Dieselization was gradually creeping over the Frisco in the late 1940's, but steam was still king at Monett, Mo.

snowstorm in 1887. A freight engine climbed up on the boiler of a snowplow as if it were a steep grade, leaving the front truck and pilot buried in the snow. The smoke box, stack, and upper works of the pusher were demolished.—Wm. F. Pond, 516 Patrick St., Portsmouth, Va. 23707.

IN 1957, I remember passing an enginehouse near Pittsburgh, Pa., where two locomotives lettered WA were lined up. Was this Western Allegheny? Was it an independent carrier or a Pennsy subsidiary?—Clement Knapp, 56 Willow Rd., Beacon, N.Y. 12508.

ANSWERING Lewis Burkey's query: an excellent Wheeling & Lake Erie history is mentioned in *The Nickel Plate Story*, by John Rehor. This book also includes a complete roster of W&LE locomotives absorbed by the Nickel Plate.—J.W. Mathews, P.O. Box 18-007, Seattle, Wash. 98118.

RECENTLY in Bergenfield, N.J., I saw a Conrail GP-38 (ex-PC) pulling five Alco S-1s numbered 452, 455, 457, 420, and 439 in MTA livery, along with six cars looking like house trailers on flatcars with stairs from door to ground. Anyone know origin of movement and what the trailers were used for?—J. Battle, 48 Blauvelt Pl., Hackensack, N.J. 07601.

I WANT INFO on the defunct Sanford & Eastern R.R. that ran between Rochester N.H., and Portland, Me., until around 1954.—Bob Gross, RFD #1, Bowdoin, Me. 04008.

THE FIRST wide-spread usage of roller-bearing trucks was with the introduction of the 85-foot piggyback flatcars in the 1958'-59 era. However, many cars were still built with friction-bearing trucks for the next 10 years or so. This was due either to the fact that they didn't cost as much as the roller-bearing trucks or because the carbuilders had an excess of friction-type trucks that had to be used. Today, probably all new freight cars are equipped with roller-bearings.—John W. Rapoza, SP engineer, P.O. Box 472, Alta Loma, Calif. 91701.

WHO HAS info on Charles P. Clark, an early railroad tycoon? Anyone know name of this railroad and where it ran?—Edward Grundmann, 1505 Metropolitan Ave., Bronx, N.Y. 10462.

I HAVE a slice of invested U type rail used during 1848-'53 on the Panama R.R. Who can give its date?—Clifton E. Hull, National Director, Little Rock-NRHS, 3507 E. Washington, 31, North Little Rock, Ark. 72114.

I NEED INFO and pix for a book I'm writing on American Freedom Train engine 4449 on her trip west from Florida. I was an Amtrak safety man and volunteer wiper cross-country on the Daylight. I'm planning the first reunion of 4449 West in Ft. Lauderdale next April 28-29.—Paul Wilson, Sr., 2531 SW 31st., Ft. Lauderdale, Fla. 33312.

Photograph by Stephen D. Maguire

Public Service Railway car 1796 leaving Newark, N.J., terminal in early 1920s for Mulberry Street line. Ramp has been gone for over 40 years and a new Public Service Gas & Electric building is being erected on that site.

STEVE MAGUIRE'S

TRANSIT TOPICS

WHILE SEATTLE ponders on how to improve its mass transit system, the nation's first and only full-scale urban monorail continues to operate successfully. Instituted during the Seattle World's Fair in 1962, it was built by a Swedish firm, Alweg, for $4.25 million, then donated to the fair's successor, Seattle Center Corporation, which later sold it to the city for $900,000.

The two monorail trains, shuttling people between the downtown area and the old fair site, now a lavish cultural center, have begun to show signs of wear. The city owns the overhead line and Metro Transit, which operates it, and may replace it with a modern "people mover"—namely, small, automated cars which run along elevated guideways and have a capacity of 15 to 30 passengers. People mover seem to be popular among transit planners as well as the Urban Mass Transit Authority, the federal agency which allocates matching funds for transit systems.

Monorail advocates point out that its 15-cent fare more than covers operating costs, unlike other elements of the city's transit system. Still, to renovate the tracks and cars would cost $2.5 million, while to lengthen the track 20 percent and replace the cars with smaller ones and build another station would total $15 million. The "grand plan" to run a two-rail loop around the Seattle Center and an extension to a nearby shopping mall would add up to $29 million.

RETURNING from an American tour, Mike Muench of Withess Bay, Newfoundland, reports that San Francisco's Municipal Railway will build a loop at the Embarcadero terminal to replace a stub end which had been planned. The $10 million loop will speed up operations by eliminating the need to change ends when a car enters the terminal. Muni will also extend its M line to the BART Balboa Park station where it will join the K line, thus making the Geneva car barn on the K line easily accessible.

The proposed nuclear operation at Albuquerque, N.M., won't be a but a mule-drawn stage or bus, according to Mike. In New Orleans he noticed the old deck-roofed car 453 still outdoors, deteriorating from the elements. Local fans are trying to find a better location for it. Mike has learned, too, that

Lehigh Valley Transit car in Norristown, Pa., 40 years ago, about to cross Schuylkill River bridge and onto Phila. & Western trackage.

Birney 217 and 2nd class tram No. 1 were among the cars in Cavalcade of Transport last January 3rd in Melbourne, Australia.

Photographed in Oct. '77 by Allen Morrison

"Blue Tram" is operated by amusement park on mountain top in Barcelona, Spain.

the Southeastern Pennsylvania Transportation Authority aims to have its Red Arrow rail lines declared a national monument (as the San Francisco cable cars were a few years ago), which would help to secure their future.

About 18,000 persons a day ride the SIRT trains, which run between Tottenville and St. George. Ten plain-clothes detectives have been reassigned to help patrol the right-of-way and stations. The copter carrying an MTA police officer and the pilot is in contact with ground units. It is equipped with an air-to-ground public address system and a police radio.

A NEW TYPE OF cable-car grip recently developed by three Stanford University graduate students may save San Francisco $500,000 a year in cable replacement costs, according to an item in Stanford's *Campus Report* sent to us by Foster Morrison, P.O. Box 9875, Stanford, Calif. 94305.

With research support from the city totaling $5,000, Michael Divine of Paris, France, and Mary Ellen Haahr of Syracuse, N.Y., and Richard Peyran of Portland, Ore., designed the project as part of their work for master's degrees in mechanical engineering. In nine months they developed a prototype grip that in principle resembles the automatic clutch of modern automobiles and promises to eliminate most of the wear on the cable.

Instead of two steel shoes holding onto the cable by brute force, the new grip has an oil-damped wheel with an outside concave "tread" that matches the twisted wire contours of the cable. Two parts of small wheels on the opposite side of the cable push it firmly into the matching depressions of the larger, oil-damped wheel. This gets a solid grip on the cable, whose twisted wires fit snugly into the wheel's depressions. The small wheels also can let the cable drop, which is necessary for some switching operations.

The oil which dampens the wheel's turning will absorb the cables' sudden pull, gradually locking the wheel and cable together to move the car forward, much as the automatic transmission of an automobile gently slips the car into forward gear and locks its power train together. The friction between steel shoes and cable is transferred to the oil which dampens the turning wheel and gradually brings it to a stop on the moving cable, causing the cable car to be towed forward.

Professor Ernest Chilton, the students' instructor, estimates the cost of installation of the new grips to be about $15,00 per cable car. He believes the cables should then last about two or three years, instead of the two or three months they last now.

SAN FRANCISCO city supervisors voted 7-3 not to change their decision approving an increase in Municipal Railway fares ordered by Mayor George Moscone to offset the impact of Proposition 13. The board acted after public transit riders criticized the higher fares. Moscone doubled cable-car fares to 50 cents, increased bus and trolley fares from 25 to 35 cents, set rush-hour fares at 45 cents, and doubled student fares to a dime.

WORKMEN excavating for a new Public Service Electric & Gas structure to be built across from the old PS terminal building, which once served many trolley lines, uncovered two PCC cars that had been stored after accidents for years in the abandoned Cedar Street subway line leading to the terminal, we learn from *Interesting Railfan* Bruce Russell, 240 Mt. Vernon Pl., Newark, N.J. 07106. Cars 8 and 29 of the Newark city subway line had been stored out-of-service since 1953, when they were purchased from the Twin Cities Lines at Minneapolis. Over the years they were stripped of parts and left abandoned. Now they have been cut into pieces and taken to a garage where salvageable parts will be retained.

VANDALISM on Boston's Massachusetts Bay Transit Authority trolley system was responsible for the injury of 15 passengers after a group of youngsters reportedly had thrown a rail switch causing a trolley to run across to the opposite track and collide head-on with an oncoming car. Ken Campbell, MBTA spokesman, was told by a witness that he saw some teen-agers near the switch just before the "cornfield meet." Both motormen were among those injured. The number of passengers aboard the trains is unknown.

A HELICOPTER PATROL covering the 14.3 miles of electrified transit service on the Staten Island Rapid Transit Operating Authority has been in effect since July, according to *New York Post* newsman William T. Slattery, who says it was instituted to combat a rising tide of vandalism. According to Harold Fisher, chairman of the Metropolitan Transit Authority, there has been a recent decrease in the number of destructive incidents, but the type of damage inflicted on the rail line has been much more severe.

CORRECTION: Captain for a photo of a Canadian LRV at Toronto in our July issue erroneously had the new cars running in regular service. Ray Corley, Scarborough, Ont., points out that TTC has not yet accepted any of the six cars now in Toronto and, as we go to press, is still testing.

Overseas Transit

"ONLY A CITY fascinated by its own past and forever looking backward would go out of its way—and tie up traffic—to celebrate the 75th anniversary of its municipal streetcar system," writes Paul Hoffman of *The New York Times.*

Vienna's recent parade of old trams, included two of the former Third Avenue Railway cars that had been sent to the Austrian capital as part of the American aid program after World War II. The cars were originally needed there because the war had destroyed most of Vienna's rolling stock, although new equipment has since been replaced then. Two of the old TARS cars are now back in the U.S., one at the Branford operating museum, the other at the National Capital Museum, Wheaton, Md.

"I am a firm believer in a renaissance of the streetcar," says Vienna's mayor, Leopold Gratz. "It is one of the means of transport friendliest to the environment, it can accommodate twice as many passengers as a bus, and can stop on every other block, which a subway can't."

One motorman had to be hospitalized after someone threw a brick through a window of his train. Elsewhere, trespassers managed to lift a 1500-pound rail and drop it across active tracks,

nearly causing a night-time derailment and resulting in hours of delay for thousands of commuters.

According to the *Times,* although most of today's streetcars have automatic ticket dispensers to save money, the tram service is heavily in debt despite the standard 66-cent fare. Vienna has been building a new subway network for 10 years, and a few stretches have just been put into operation. The stations and cars look like those in the Munich rapid transit system in West Germany.

Still Mayor Gratz predicts that within the next 25 years, the streetcar will make a comback in other big cities, as well. He says the traffic problem can be remedied if you separate motor traffic from streetcars by building roadbeds for the trolley tracks. Vienna has already started this system, and has transferred a few sections of the tram network underground. Travel in such areas has been speeded up by as as much as 25 miles per hour. However, the drivers demanded bonuses because, as their union pointed out, higher speed and darkness in the tunnels place additional strain on their nervous systems.

A TEN-YEAR halt to abandonment of rail lines in Lisbon, Portugal, has been declared by the operating company which has been selling cars overseas in recent years and has cut down the number of its lines. According to *Modern Tramway,* monthly publication of the Light Railway Transport League, 3 Kings Orchard, London SE9 5TJ, England, the decision was prompted by Portugal's lack of foreign currency which necessitates a reduction of oil and bus chassis.

Already 12 more carpenters have been added to the shop crew and 40 additional men in the repair shops has been authorized. Two hundred of the remaining 286 trams will be thoroughly overhauled to run for at least ten more years. A shortage of foreign currency prevents the ordering of new cars from outside the country. *Modern Tramway* suggests that a European builder cooperate by granting an unrestricted license to build new cars containing the minimum of imported material.

THE NEW light rail Metro line in the New Castle-Gateshead section of England's east coast expected to open for service in 1980-'81, *Modern Tramway* reports. New platform-loading equipment is already arriving at the Metro shops, built by Metro-Cammell, a British firm. Known as the Tyne & Wear Metro, its estimated cost when first authorized in 1972 was 65 thousand pounds. Delays and labor problems raised the estimate in 1976 to 160.88 thousand pounds, which nearly halted construction. Most of the problems stemmed from the new 34.7-mile line which was to use British Railways trackage almost exclusively. Aside from expense, a dispute developed over the need for British Railways crews to run to train.

A TRAM TOUR, featuring cocktails and a dinner river cruise is offered by Hong Kong Tramways, Ltd., we learn from Major Dennis A. Cavagnaro, now overseas with the U.S. Marine Corps. The tour begins after the afternoon rush hour when a bus picks up at four major hotels and proceeds down Lockhart Road (known as the World of Susie Wong) to the tram depot. The 45-minute tram ride is along the track to Happy Valley, then through the busy Wanchair area and Central Commercial district to Western Market. Riders enjoy a unique view of life in Hong Kong while sipping cocktails on the upper deck.

Following the ride, passengers are taken by bus to an open air night market and then to the Floating Nightclub for dinner, a show, and a cruise around Victoria Harbor. During dinner, there is a floor show and a live band provides music for dancing until the cruise ends at 10:30 p.m. The trip brings to mind the trolley-river cruise tourtram instituted a year ago in Pittsburgh, Pa.

Hong Kong is one of the only two cities with double-decked trams in regular service (the other being Alexandria, Egypt) and has had its tram system since 1904. Now that the rapid transit lines are in operation, however, the future of trams there is uncertain.

New Transit Publications

Key System Album, compiled by Jim Walker as Interurbans Special No. 68, 120 pages had cover, 8½x11″; including seven in color, is a pictorial history of the Key System in the Bay Area of California, focusing on the 1930s through '50s, but including some material on predecessor lines. This hand-picked selection by a fan for other railbuffs is available for $16 from Interurbans, O.O. Box 6444 Glendale, Calif. 91305.

Back in 1965, the Interurbans series included three big volumes of photos of Pacific Electric Ry. equipment of all time. The books, compiled by the late Ira L. Swett, have been out of print for years. But now Interurbans has reprinted Volume 3, entitled *Cars of Pacific Electric, Vol. 3, Combos, Locomotives and Non-Revenue Cars.* The 8½x11″, 342-page book has a soft cover and sells for $12 through Interurbans (see above). This is a photographic roster of all PE non-revenue equipment plus passenger cars. Also included are company drawings and data of most of the car types covered.

Palmetto Traction: Electric Railways of South Carolina, by Thomas Fetters, 121 pages, 8½x11″, soft cover, $9 from Harold F. Cox, 80 Virginia Ter., Forty Fort, Pa. 18704. This book helps to fill in the void in South Carolina traction history. The author, who moved to that state while in high school, has since been uncovering stories of the relatively few traction lines that once ran in such towns as Anderson, Greenville, Spartanburg, Aiken, Columbia, and Charleston, and even some smaller lines that used only horse or mule cars. The S.C. Division of the Piedmont & Northern was large enough to have been written about before. While the rest of the state's traction lines were gone before the forties, the P&N kept its interuban electric passenger service until the 1950s.

Included in this history are photographs, rosters, and maps. The author notes that "the book is not designed to become the final word on the (traction) industry's impact on this South Atlantic state, but to enlighten those who want more than a fleeting glimpse of the times now past."

SEND TRANSIT NEWS and transit books for reveiw to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719. ●

BOOKS of the RAILS

by Gorton T.H. Wilbur

BIG BLOW—UNION PACIFIC TURBINES, by Rev. Harold Keekley, 63 pages, 8½x11″, soft cover, captioned photos, George R. Cockle & Assoc., $6.95. (Available from Railroad Magazine Book Service.)

Union Pacific's powerful family of awesome Super Turbines, as portrayed in this interesting photo-essay, flashed across the West for a brief time and then disappeared almost as quickly as they had come to replace the Big Boys. Thirty of these Big Blows were constructed by General Electric Co., which delivered No. 1 in Aug. '58 and No. 30 in July '61. They were built primarily to haul heavy tonnage over Nebraska prairie land, across the windy and dusty highlands of central Wyoming, and over the rocky cuts of the Wahsatch in Utah. One scene I'll always remember. The 1969 NRHS convention Denver, which I attended, included a trip behind UP's 8444 enroute back to Denver from Laramie. We took a siding on Sherman Hill and watched one of these big babies storm by heading for Cheyenne. Do you recall that moment, Harry Zannie, Lou Pardee, and Bob Oehmer? You were there with me, among others.

The locos were designed to move heavy freight trains over a long haul more economically than any other internally-powered units. This was the world's only fleet of Gas Turbines. For the most part they ran only between Council Bluffs, Iowa, and Salt Lake City. The publicity mills had it that these giants could pull 735 loaded cars (making a train 7 miles long!) at 12 mph over the flatlands.

THE CHIEF WAY REFERENCE SERIES SYSTEM STANDARDS, Volumes 1 and 2, each 128 pages, 8½x11½″, scale drawings, data, Kachina Press, $14.95. (Available from Railroad Magazine Book Service.)

These two Santa Fe volumes, with a third in preparation, are especially useful for rail historians and model railroaders interested in ATSF engineering and architectural standards. I consider them a welcome addition to any rail historian's library. The Santa Fe has long been highly regarded as a standard of operating and financial efficiency. These books cover chapters of its interesting life-span.

The series was initiated with publication of *The Doodlebugs* last November and reviewed here last spring. Volume 1 of Santa Fe System Standards was subsequently published last April. It introduced the reader to bridges, stockyards, standard signs, and other Santa Fe items. Volume 2 covers depots and related buildings, section and bunk houses (also a welter of related buildings), interlocking towers, and crossing signals. Expected in Volume 3 are roundhouses and shop-area structures, plus bridge and culvert patterns. Other Santa Fe subject areas will be published as existing drawings can be reworked for publication.

CANADIAN RAILWAYS IN PICTURES, by Robert F. Legget, 96 pages, 8½x11″, hard cover, captioned photos, maps, Douglas, David & Charles, $14.95. (Available from Railraod Magazine Book Service.)

Such a book as this one has been delayed too long in coming. From archives and private collections and from knowledgeable historians like Scotty Wothen and Omer LaVallee, among others, has come this fine presentation in 117 glossy photos. Reaching back to what is believed to be the first railway picture taken in Canada—a view of the Atlantic & St. Lawrence R.R. No. 6, The *Coos,* at Longeuil, Que., on Dec. 13, 1856—the book stretches through the decades to two of our favorite 1970 trains, Canadian Pacific's *The Canadian* and CNR's *Supercontinental.* There are impressive views of royalty, rugged wintry weather, and famous dowager locomotives and trains. Also some not-quite-that-elderly bridges, tunnels, carferries, and other rail scenes as a testimonial to the ingredients that made Canadian railways great.

Author Legget says in the introduction: "The railways of Canada today span the country from Atlantic to Pacific, from the U.S. border to the Arctic and the shores of Hudson Bay. Almost all of the more than 40,000 miles of operating lines are single track because of the limited traffic, but the double-track Montreal-Toronto-Sarnia line, leading to Chicago, is one of the great 'mainlines' of North America. The nation-wide system is operated by about two dozen companies, Canadian Pacific accounting for about one-third of the total and Canadian National Railways for just over one half.

"Total mileage has not changed significantly in the last 40 years, new lines replacing those abandoned, but from 1870 to 1920, after a slow start following 1836, there was steady extension of railways across the land. Building of the

Union Pacific gas-turbine in CTC-controlled Weber Canyon near Devil's Slide.

Photograph by Ben F. Cutler

CPR to the west coast was but a part of this; construction of the Intercolonial (now CNR) from Halifax to Montreal preceded the CPR by more than ten years."

THE RAILROAD BOOK: TRAINS IN AMERICA, by Anne Feldman, 58 pages, 6x9", hard cover, photos, map, David McKay Co. Inc., $6.95. (Available from Railroad Magazine Book Service.)

This work by a professional picture researcher and author of several children's books is easy to read and has glossy pix that would appeal to teenagers (adults, too) interested in railroading but not too much technical wordage. It runs the gauntlet from the B&O of 150 years ago to modern trains, and a look at what the future might have in store for railroads.

Periodicals and Journals

CENTRAL HEADLIGHT is edited by R.B. Street for New York Central System Historical Society, Inc., P.O. Box 10027, Cleveland, Ohio 44110. Chairman of the Society is Charlie Smith the duo-hat historian, who is also chairman of the N.Y. Chapter of R&LHS. This slick-paper quarterly usually runs 24 pages with articles, pix, drawings, maps, model items, etc. Back issues are available at the Cleveland address. For membership info send SSE to Charles M. Smith, 3 Princeton Rd., Strafford-Wayne, Pa. 19087.

RAILS SOUTH, is a new publication edited by Frank L. White, who has done such a nice job with *Midwestern Rails*. It's about time that more coverage was given to Dixie railroading. Six bimonthly issues with news and pix about southern lines for $4 from Frank, White Publishing, 208 N. Stewart St., Geneseo, Ill. 61254.

CANADIAN RAIL, a good glossy-paper monthly, is edited by M. Peter Murphy for the Canadian Railroad Historical Assn., P.O. Box 22, Station B, Montreal, Que., Canada H3B 3J5. Regular annual membership $14.50, or associate $12.50, gives you 12 issues a year covering steam, diesel, and electric lines, current and historic, with usually sharp pix.

WESTERN RAILROADER AND WESTERN RAILFAN, Francis A. Guido, editor-publisher, one of our *Interesting Railfans,* P.O. Box 668, San Mateo, Calif. 94401. Lively slick-paper of Pacific Coast railroad news and pix, 12 issues $3. Frank, a devoted R&LHS member, carries good articles on California's rail yesterdays in WRWR.

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SHORT LINE ROSTERS

Compiled by Sy Reich

For the purpose of our rosters, a short line railroad is defined as a common carrier listed in the *Official Guide,* the *Pocket List of Railroad Officials,* of both, with a route-length less than 400 miles. Locomotive builders: GM-EMD—General Motors-Electro Motive Division; GE—General Electric; BW—Baldwin-Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse; Alco-GE—American Locomotive-General Electric Co.; FM—Fairbanks Morse; GMD—General Motors Diesel Ltd.; MCCE—Montreal Locomotive Works-Canadian General Electric; Alco Pr.—Alco Products; Alco—American Locomotive Co.

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Whl Arngt	Tractive Effort	Weight	Date	Notes
Livonia, Avon & Lakeville Railroad									
—	10	380	GE	44-ton	B-B	22,000	88,000	1948	1
—	20	1000	Alco-GE	RS-1	B-B	72,400	240,000	1949	2
—	97	300	GE	45-ton	B-B	22,500	90,000	1941	3

Effective date: Jan. 6, 1978. Sources of information: LA&L, Rochester Gas & Electric, GE, George R. Silcott, Vermont Ry. Units on present roster: 10, 20.

(1) 10 was originally Pennsylvania RR 9334, then Vermont Ry. 10 (1964), then George R. Silcott 10, then LA&L 10 (4/65).

(2) 20 was originally Lake Erie, Franklin & Clarion 20, then LA&L 20 (4/72).

(3) 97 was originally General Electric ?, then Pittsburgh, Allegheny & McKees Rocks 2, then Groveton Paper Co. 1, then LA&L 97 (9/64), then Rochester Gas & Electric, where it received no number (4/65).

London & Port Stanley Railway
(Sold to Canadian National Railways, Jan. 1966)

—	L4	1310	GMD	G12	B-B	28,000	162,000	1955	1
—	L5	1310	GMD	G12	B-B	28,000	162,000	1957	1

Effective date: Apr, 1978. Source of information: Canadian National. No units on present roster.

(1) L4-L5 were inherited by Canadian National, renumbered 991-992, and classed GR-12zb (1/66). CN 991-992 were retired (5/6/76) and scrapped.

The Long Island Rail Road

E-10	100-107	1000	GM-EMD	SW1001	B-B	58,500	234,000	1977	
E-15	150-172	1500	GM-EMD	MP15AC	B-B	65,750	263,000	1977	
L-1	200-207	2000	Alco Pr.	DL-721A	B-B	65,500	262,000	1963-4	1
L-1	208-220	2000	Alco Pr.	DL-721A	B-B	65,500	262,000	1964	1
L-1	221	2000	Alco Pr.	DL-721A	B-B	65,500	262,000	1964	1
L-2	222-229	2000	Alco Pr.	DL-721A	B-B	65,500	270,000	1968	1
E-20	250-271	2000	GM-EMD	GP38-2	B-B	67,000	268,000	1976	
E-20	272-277	2000	GM-EMD	GP38-2	B-B	67,000	268,000	1977	
GS-1	398-399	150	GE	?	B	12,750	51,000	1958	
GS-4	400	400	GE	44-ton	B-B	13,000	88,000	1950	2
AA-2	401	600	AGEIR	—	B-B	60,000	203,000	1925	3
AA-3	402	600	AGEIR	—	B-B	60,000	218,000	1928	3
AA-4	402A,B	660	WH	—	(B)x(B)	49,500	174,000	1928	3
BS-6	403	660	BW	VO 660	B-B	34,000	196,000	1945	4
AS-6	404-408	660	Alco-GE	S1	B-B	29,200	199,900	1946	5,6
BS-6a	409-412	660	BW	DW 4-4-660	B-B	34,000	196,000	1948	5
AS-6	413-414	660	Alco-GE	S1	B-B	29,200	199,900	1949	6,
AS-6mc	415-416	660	Alco-GE	S1	B-B	29,200	199,900	1949	7
AS-6m	417	660	Alco-GE	S1	B-B	29,200	199,900	1949	7
AS-6	418-420	660	Alco-GE	S1	B-B	29,200	199,900	1949	7
AS-6	421	660	Alco-GE	S1	B-B	29,200	199,900	1949	6
AS-10m	439	1000	Alco-GE	S2	B-B	57,500	230,000	1948	7,8
AS-10m	440	1000	Alco-GE	S2	B-B	57,500	230,000	1948	7,8
AS-10m	441	1000	Alco-GE	S2	B-B	57,500	230,000	1948	6,8
AS-10m	442	1000	Alco-GE	S2	B-B	57,500	230,000	1949	7,8
AS-10	443	1000	Alco-GE	S2	B-B	58,500	230,000	1949	7,8
AS-10	444	1000	Alco-GE	S2	B-B	58,500	234,000	1044	7,8
AS-10	445	1000	Alco-GE	S2	B-B	58,500	234,000	1945	7,8
AS-10c	446-447	1000	Alco-GE	S2	B-B	34,000	234,100	1949	6
AS-10c	448-449	1000	Alco-GE	S2	B-B	34,000	234,100	1949	6,7
BS-10ac	450	1000	BW	DS 4-4-1000	B-B	34,000	228,500	1948	5
AS-10c	451	1000	Alco-GE	S2	B-B	34,000	234,100	1949	7
AS-10c	452-460	1000	Alco-GE	S2	B-B	34,000	234,100	1949	6,7
AGP-10sc	461	1000	Alco-GE	RS-1	B-B	34,000	249,700	1949	7
AGP-10sc	462	1000	Alco-GE	RS-1	B-B	34,000	249,700	1949	7
AGP-10msc	464-465	1000	Alco-GE	RS-1	B-B	34,000	249,700	1949-60	6
AGP-10msc	466-469	1000	Alco-GE	RS-1	B-B	34,000	249,700	1950	6,7
PC-6	600	—	Alco-GE	FA-2	2-2	—	?	1951	9
PC-6	601	—	Alco-GE	FA-2	2-2	—	?	1956	10
PC-6	602	—	Alco-GE	FA-2	2-2	—	?	1956	10
PC-6	603-604	—	Alco-GE	FA-2	2-2	—	?	1956	10

PC-6	605	—	Alco-GE	FA-2	2-2	—	?	1956	10
PC-6	607-608	—	Alco-GE	FA-2	2-2	—	?	1951	11
PC-6	609-610	—	Alco-GE	FA-2	2-2	—	?	1951	11
PC-6	611-612	—	Alco-GE	FA-1	2-2	—	?	1949	12
PC-6	613	—	Alco-GE	FA-2	2-2	—	?	1949	12
PC-6	614	—	Alco-GE	FA-1	2-2	—	?	1949	12
PC-6	615	—	Alco-GE	FA-1	2-2	—	?	1949	12
PC-6	616	—	Alco-GE	FA-1	2-2	—	?	1949	12
PC-6	617	—	Alco-GE	FA-1	2-2	—	?	1947	13
PC-6	618	—	Alco-GE	FA-1	2-2	—	?	1947	13
FGP-16sc	1501	1600	FM	H16-44	B-B	36,600	263,660	1951	14
FGP-16sc	1502	1600	FM	H16-44	B-B	36,600	263,660	1951	14
FGP-16sc	1503	1500	FM	ALT 200.2A	B-B	42,200	263,660	1949	14
FGP-16msc	1504-1509	1600	FM	H16-44	B-B	36,600	263,660	1951	14
AGP-15msc	1519-1520	1500	Alco-GE	RS-2	B-B	60,000	245,400	1949	7,16
AGP-16msc	1551-1560	1600	Alco-GE	RS-3	B-B	46,000	255,040	1955	7
AGP-15msc	1571-1572	1500	Alco-GE	RS-2	B-B	60,000	245,400	1949	16
FP-20sc	2001-2008	2000	FM	CPA 20-5	B-A1A	36,660	294,180	1950	14
FP-24sc	2401-2404	2400	FM	CPA 24-5	B-A1A	36,660	309,300	1951	14

Effective date: Jan. 16, 1978. Sources of information: LIRR, Stephen Bogen, Striegel Supply & Equipment, George R. Silcott, Precision National, Union Carbide, Burlington Northern, Spokane, Portland & Seattle, Gettysburg RR., Penn Central Transportation. Units on present roster: 100-107, 150-172, 222-229, 250-277, 398-399.

(1) 200-229 were originally class AGP-20msc. 200-221 were sold to Rail Traction. 200, 202, 213 were then sold to Virginia & Maryland, renumbered 200, 202, 213. 208 sold to Detroit & Mackinac, renumbered 976. 211 sold to McCormack Sand & Gravel. 201, 204 sold to Vermont Northern, renumbered 201, 204; then sold to Wabash Valley, renumbered 201, 204.

(2) 400 sold to Black River & Western, renumbered 400, then sold to Stephen Bogen, renumbered 400, and used on the Valley Railroad.

(3) 401 was scrapped (6/7/51). 402 scrapped by Luria Brothers (2/3/53). 403A,B scrapped by Iron & Steel Products (5/17/44, 4/18/45).

(4) 403 was sold to Boston Metal Co., renumbered 1 (2nd).

(5) 404-405, 409-412, 450 sold to Streigel Supply and Equipment. 409 renumbered Streigel 53. 410-412, 450 scrapped. 405 then sold to General Portland Cement, renumbered 2 (466). 404 then sold to George R. Silcott, then to Morehead & North Fork, renumbered 16 (5/2/66), then sold to Precision Engineering, renumbered 16, then sold to Union Carbide, renumbered 504-2 (9/14/73).

(6) 406, 408, 414, 421, 441, 446-447, 449, 456, 458-460, 464, 466 were scrapped.

(7) 407, 413, 415-420, 439, 440, 442-445, 448, 451-455, 457, 460-463, 465, 467-469, 1519-1520, 1551-1560 sold to Naporano Iron & Metal. 1556, 1557, 1559 resold to Gettysburg RR, renumbered 1556-1557, 1559; then renumbered 56-57, 59. 465 resold to Green Mountain RR.

(8) 439-445 were originally Delaware & Hudson 3025, 3020, 3027, 3030, 3013, 3001, 3003; then LIRR 439-445 (1963-4).

(9) 600 originally New York Central 1102, then Penn Central 1302, then LIRR 600 (3/5/74).

(10) 601-606 were originally Louisville & Nashville 317, 309, 315, 314, 310, 321; then LIRR 601-606 (5/6/71, 6/30/71, 8/4/71, 9/7/71, 11/1/71, 1/3/71).

(11) 607-610 were originally Western Maryland 303-304, 301-302; then LIRR 607-610 (5/2/72, 6/19/72, 9/23/72, 10/20/72).

(12) 611-614 were originally Spokane, Portland & Seattle 856A2, 856A1, 866A1, 858A1; then SP&S 857, 856, 866, 858; then Burlington Northern 4102, 4100, 4120, 4104; then LIRR 611-614 (8/7/72, 11/27/72, 2/14/73, 3/7/73). 614 was originally Great Northern 442A, then SP&S 864A1 (1/50), then SP&S 864, then BN 4120, then LIRR 615 (4/18/73). 616 was originally SP&S 860A1, then SP&S 860, then BN 4108, then LIRR 616 (7/28/73).

(13) 617-618 were originally New York, New Haven & Hartford 0428, 0401; then PCT 1333, 1330; then LIRR 617-618 (4/27/74, 6/16/74).

(14) 1501-1509, 2001-2008, 2401-2404 were sold to Alco Products in trade for new power and were scrapped.

(15) 1503 was originally FM demonstrator 1500; it was upgraded to 1600 hp before being sold to LIRR.

(16) 1519-1520 were originally D&H 4019-4020; then LIRR 1571-1572; then LIRR 1519-1520.

Longview, Portland & Northern Railway

—	20	1000	Alco-GE	S2	B-B	57,500	230,000	1940	1
—	80	500	GE	80-ton	B-B	48,000	160,000	1943	2
—	110	1000	Alco-GE	S2	B-B	69,000	230,000	1945	
—	111	1000	Alco-GE	S2	B-B	69,000	231,000	1949	
—	112	1000	Alco-GE	S4	B-B	69,060	230,200	1951	
—	130	1500	GM-EMD	SW1500	B-B	63,736	258,759	1969	
—	451	300	GE	45-ton	B-B	27,000	90,000	1952	3
—	1002	660	Baldwin	VO 660	B-B	58,860	196,210	1942	4

Effective date: Jan. 9, 1978. Sources of information: LP&N, International Paper. Units on present roster: 110-112, 130.

(1) 20 was originally Spokane, Portland & Seattle 20, then Alco Products 20, then LP&N 20 (1963); scrapped (4/69).

(2) 80 sold to Port of Tilamook Bay RR., renumbered 80 (4/73), then 111 (1977).

(3) 451 sold to International Paper (9/69).

(4) 1002 originally Chicago & Eastern Illinois 110, then Export-Import Co. 110 (8/49), then Guy F. Atkinson Co. 1002, then LP&N 1002, then scrapped (4/75).

Los Angeles Junction Railway

—	1-2	1000	Alco-GE	S2	B-B	69,000	230,000	1941	1
—	3	1000	Alco-GE	S2	B-B	69,000	230,000	1946	1
—	4	1000	Alco-GE	S2	B-B	69,000	230,000	1948	1
—	5	1000	Alco-GE	S2	B-B	69,000	230,000	1949	1
—	6	1000	Alco-GE	S4	B-B	69,000	230,000	1950	1
—	7	1000	Alco-GE	S4	B-B	69,000	230,000	1953	1

Effective date: Feb. 14, 1978. Sources of information: LAJ, Chrome Crankshaft, International Minerals & Chemical, Tacoma Municipal Belt Line, Interprovincial Steel and Pipe. No units on present roster.

(1) 1-7 sold to Chrome Crankshaft, renumbered 1-7. CC 1 then sold to Relco Equipment. CC 2-3 were scrapped. CC 4 sold to Interprovincial Steel and Pipe, renumbered 4. CC 5 sold to Relco Equipment. CC 6 sold to International Minerals and Chemical, renumbered 31. CC 7 sold to Tacoma Municipal Belt Line, renumbered 944.

The Louisiana and North West Railroad

—	40-41	800	GM-EMD	SW8	B-B	57,500	230,000	1950	1
—	42	1000	Baldwin	VO 1000	B-B	60,145	240,580	1943	2
—	43	1000	Baldwin	VO 1000	B-B	61,338	245,350	1945	2
—	44-46	1500	GM-EMD	F7A	B-B	60,025	240,100	1952	3
—	47	1500	GM-EMD	F7A	B-B	59,340	237,370	1950	4
—	48	1500	GM-EMD	F7A	B-B	62,055	248,220	1953	5

Effective date: Apr. 1978. Sources of information: L&NW, The Georgetown RR, Texas Export, North Louisiana & Gulf, Hurcules, Precision National. Units on present roster: 44-48.

(1) 40-41 were sold to North Louisiana & Gulf, renumbered 40, 39 (1969). NL&G 39 sold to Precision National (3/16/76), then sold to U.S. Steel. NL&G 40 sold to Hurcules, Inc., renumbered 76 (3/16/76).

(2) 42-43 were originally St. Louis Southwestern 1005, 1009; then L&NW 42-43 (4/63). L&NW 42 sold to Georgetown RR for parts (5/67). L&NW 43 sold to Georgetown RR., renumbered 1004 (1/67), then sold to Texas Export, renumbered 1004 (4/73), then sold to Texas Locomotive & Car Co., renumbered 1004, and scrapped.

(3) 44 was originally Southern Pacific 6379, then GE 6379, then L&NW 44 (7/68). 45-46 originally SP 6380, 6378; then GE 6380, 6378; then Wellsville, Addison & Galeton 2000, 2100 (6/68); then L&NW 45-46 (6/69).

(4) 47 was originally SP 6309, then GE 6309, then sold to WA&G where unused, then sold to L&NW, renumbered 47.

(5) 48 was originally Texas & New Orleans 379, then SP 379, then GE 379, then WA&G 2400 (11/69), then L&NW 48.

Louisiana & Pine Bluff Railway

—	9	600	GM-EMD	SW600	B-B	?	?	1954	1
—	34	380	GE	44 ton	B-B	22,000	88,000	1946	2
—	35	300	GE	45 ton	B-B	22,500	90,000	1948	3

Effective date: Apr., 1978. Source of information: George R. Silcott. Units on present roster: 9, 34.

(1) 9 was originally McLouth Steel 9, then Olin Chemical 9, then L&PB 9.

(2) 34 was originally Laurinburg & Southern 100, then Monroe Sand & Gravel 100, then Arkansas & Louisiana Missouri 34, then L&PB 34.

(3) 35 was originally Fordyce Lumber 9, then Fordyce & Princeton 9, then L&PB 35, then sold to George R. Silcott, renumbered 35, then sold to Wisconsin Illinois Gravel Co.

Louisiana Eastern Railroad

—	?	?	Whitcomb	30-ton	B	15,000	60,000	1930	1
—	?	?	GE	65-ton	B-B	32,500	130,000	?	2
—	?	?	GE	65-ton	B-B	32,500	130,000	?	3
—	Two units	?	Plymouth	80-ton	?	?	160,000	?	4
—	?	600	GM-EMD	SW1	B-B	49,500	199,500	1940	5
—	?	600	GM-EMD	SW1	B-B	49,000	196,000	1946	6

Effective date: Apr., 1978. Sources of information: LE, Inland Steel, Preston W. Duffy & Son, Illinois Central. Three units on present roster; numbers unknown.

(1) Built for Ettrick RR, acquired by LE from the U.S. Navy.

(2) Obtained from U.S. Army.

(3) Obtained from U.S. Navy.

(4) Diesel hydraulics were obtained from Inland Steel.

(5) Originally Delaware, Lackawanna & Western 437, then Erie Lackawanna 359, then Preston W. Duffy 359, then LE ?.

(6) Originally Illinois Central 9029 (1st), then IC 614, then LE ?.

Louisiana Midland Railway

—	10	1200	GM-EMD	SW7	B-B$60,958	243,830	1951		1
—	11	600	GM-EMD	SW1	B-B	49,500	198,000	1952	2
—	12	800	GM-EMD	SW8	B-B	56,378	228,840	1953	3
—	206	600	GM-EMC	SW	B-B	60,000	200,000	1937	4
—	356	600	GM-EMD	SW1	B-B	49,500	199,500	1940	5
—	1107	1000	Alco-GE	RS-1	B-B	61,875	248,000	1945	6
—	1111	1000	Alco-GE	RS-1	B-B	61,875	247,500	1946	6
—	1120	1000	Alco-GE	RS-1	B-B	60,750	243,000	1948	6
—	?	1000	Alco-GE	RS-1	B-B	72,900	243,000	1947	7

Effective date: Apr. 1978. Sources of information: Illinois Central, Illinois Central Gulf, Empire Coke, Dixie Sand & Gravel. Erie Lackawanna, Elgin, Joliet & Eastern, Altanta & St. Andrews Bay. Units on present roster: 1107, 1111, 1120, ?.

(1) 10 sold to Illinois Central, renumbered 236 (11/24/67), then inherited by Illinois Central Gulf, renumbered 236.

(2) 11 was sold to South Shore, renumbered 11, then sold to Monroe Sand — Gravel.

(3) 12 was originally South Shore 12, then LM 12, then sold to IC, renumbered 802 (6/22/67), then inherited by ICG, renumbered 802.

(4) 206 was originally Elgin, Joliet & Eastern 206, then South Shore 206 (8/13/55), then LM 206, them Empire Coke Co. 206, then scrapped (1975).

(5) 356 was originally Delaware, Lackawanna & Western 434, then EL 356, then LM 356 (1963), then Dixie Sand and Gravel 356, then George R. Silcott 356.

(6) 1107, 1111, 1120 were originally Gulf, Mobile & Ohio 1107, 1111, 1120; then inherited by ICG and slated but never renumbered 1271, 1275, 1282; then sold to LM, renumbered 1107, 1111, 1120.

(7) Originally Atlanta & St. Andrews Bay 912, then LM ?.

Louisiana Southern Railway

—	1	300	GE	45-ton	B-B	60,958	243,830	1951	1
—	501	300	GE	45-ton	B-B	22,500	90,000	1941	2
—	502	300	GE	45-ton	B-B	22,500	90,000	1941	1
—	503	?	Whitcomb	65-ton	B-B	37,500	130,000	?	3
—	504-505	500	GE	80-ton	B-B	48,750	162,500	1939	4

Effective date: Apr. 1978. Source of information: Southern Ry. No units on present roster.
(1) 1 was renumbered 502, then sold to New Orleans & North Eastern, renumbered 6841, then scrapped (1971).
(2) 501 was sold to Pacolet Manufacturing Co., received no number.
(3) 503 was purchased from U.S. Army, sold in 1948.
(4) 504-505 were originally Northeast Oklahoma 253-254; then LS 504-505 (10/49); then sold to Chatham Steel Corp., renumbered 504-505. CS 504 is being used for parts.

Louisville, New Albany & Corydon Railroad

—	1	300	GE	45 ton	B-B	22,500	90,000	1951	1

Effective date: June, 1978. Source of information: LNA&C. Units on present roster: 1.
(1) 1 is named Betty Sue.

Lowville & Beaver River Railroad

—	1947	380	GE	44 ton	B-B	26,000	88,000	1947	
—	1950	380	GE	44 ton	B-B	26,000	88,000	1950	1

Effective date: March 1969. Sources of information: L&BR, George R. Silcott, Louisville & Nashville. Units on present roster: 1947, 1950.
(1) 1950 was originally Nashville, Chattan9oga & St. Louis 101, then Louisville & Nashville 3101, then Preston W. Duffy 3101, then George R. Silcott 3101 (1963), then L&BR 1950 (1963).

Ludington & Northern Railway

—	16	800	GM-EMD	SW8	B-B	?	?	1952	

Effective date: June, 1978. Units on present roster: 16.

Macon, Dublin & Savannah Railroad
(Acquired by the Seaboard Air Line Railroad February 28, 1958)

—	1000	1000	Baldwin	VO 1000	B-B	?	?	1942	1

Effective date: June, 1978. No units on present roster.
(1) 1000 was inherited by Seaboard Air Line RR., renumbered 1492 (2/58), then inherited by Seaboard Coast Line RR, renumbered 84, then repowered by GM-EMD to 1200 hp (1964).

Magma Arizona Railroad

—	8	800	BLHW	S-8	B-B	59,550	198,500	1952	1
—	9	800	BLHW	S-12	B-B	63,000	202,000	1953	2
—	10	1500	BW	DRS 6-6-1500	C-C	87,600	292,000	1950	3

Effective date: Feb. 25, 1971. Source of information: MA. Units on present roster: 8-10.
(1) 8 was originally Medford Corp. 8, then MA 8.
(2) 9 was originally McCloud River RR 31, then MA 9 (1969).
(3) 10 was originally MR 29, then MA 10 (1/70).

Mainstee & Northeastern Railway
(Abandoned Nov. 30, 1955)

—	1	380	GE	44 ton	B-B	22,000	88,000	1946	1
—	2-3	1000	GM-EMD	NW2	B-B	61,650	246,000	1948	2

Effective date: Jan. 4, 1978. Source of information: Chessie System. No units on present roster.
(1) 1 was purchased by Chesapeake — Ohio, renumbered 1 (12/55), then renumbered C&O 8303 (1966), then sold to Luntz Equipment (1974).
(2) 2-3 were purchased by C&O, renumbered 2-3 (12/55), then renumbered C&O 5297-5298.

Manistique and Lake Superior Railroad
(Abandoned July 19, 1968)

D-6	1	660	Alco-GE	S3	B-B	57,850	196,210	1952	1

Effective date: June, 1978. Sources of information: Detroit, Toledo — Ironton RR., Ann Arbor RR. No units on present roster.
(1) 1 was sold to Ann Arbor, renumbered 10 (12/68), then inherited by Consolidated Rail Corp., renumbered 9499.

Manitou and Pike's Peak Railway

—	8	400	GE	—	B	30,000	53,000	1939	
—	9	400	GE	—	B	30,000	57,000		1946
—	10-11	400	GE	—	B	30,000	47,000		1950
—	12	400	M&PP	—	B	30,000	57,000		1955
—	14-15	500	SLM	—	B-2	36,000	77,000		1964
—	16-17	500	SLM	—	B-2	36,000	77,000		1968

Effective date: Sept. 16, 1971. Source of information: M&PP. Units on present roster: 8-12, 14-17.

Manufacturers' Junction Railway

—	6	600	GM-EMD	SW1	B-B	?	?	1947	
—	7	600	GM-EMD	SW1	B-B	?	?	1946	1

Effective date: Jan. 3, 1978. Source of information: MJ. Units on present roster: 6-7.
(1) 7 was originally GM-EMD?, then MJ 7 (1953).

Manufacturers Railway

—	201	1000	Alco	HH 1000	B-B	59,700	238,800	1940	1
—	202-203	1000	Alco	HH 1000	B-B	59,865	239,460	1940	2
—	204	1000	Alco-GE	S2	B-B	57,500	230,000	1940	
—	205-206	1000	Alco-GE	S2	B-B	57,500	230,000	1941	
—	207	1000	Alco-GE	S2	B-B	57,500	230,000	1942	
—	208	1000	Alco-GE	S2	B-B	57,500	230,000	1944	3
—	209	1000	Alco-GE	S2	B-B	57,500	230,000	1945	
—	210	1000	AlcoGE	S2	B-B	57,500	230,000	1948	
—	212	1000	Alco-GE	S4	B-B	57,500	230,000	1948	
—	212	1000	Alco-GE	S4	B-B	57,500	230,000	1951	
—	251-252	1500	GM-EMD	MP15	B-B	64,000	260,000	1975	
—	253	1000	Alco-GE	S2	B-B	57,500	230,000	1944	3

Effective date: Feb. 13, 1978. Source of information: Manufacturers Ry. Units on present roster: 204-207, 209-212, 251-253.
(1) 201 was sold to Kansas City Southern, renumbered 1121 (4/56), then sold to GM-EMD in trade for new KCS power (11/66).
(2) 202-203 were sold to Louisiana & Arkansas, renumbered 1122-1123 (4/56), then sold to GM-EMD in trade for new power (7/68, 11/66).
(3) 208 was rebuilt by Morrison-Knudsen with GM-EMD components as M-K model TE47-4E, renumbered 253 (1976). Now rated at 250,000 lbs., 1200 hp, and 63,365 lbs. tractive effort.

Marianna & Blountstown Railroad
(Abandoned August, 1976)

—	1	600	GM-EMD	SW1	B-B	49,425	197,700	1941	1
—	11	600	GM-EMD	SW1	B-B	49,425	197,700	1941	1
—	44	300	Whitcomb	45DE-27b	B-B	22,500	90,000	1942	2
—	75	600	GE	70-ton	B-B	35,000	140,000	1947	3
—	88	650	Whitcomb	80DE-5a	B-B	40,000	160,000	1942	4
—	99	600	GE	70-ton	B-B	35,000	140,000	1949	5

Effective date: June, 1978. Sources of information: Iowa Terminal, George R. Silcott, Louisville — Nashville. No units on present roster.
(1) 1 was originally Nashville, Chattanooga & St. Louis 15, then Louisville & Nashville 2115, then L&N 11 (2nd), then M&B 11 (1970), then M&B 1, then sold to Inman Service Co.
(2) 44 was originally U.S. Navy 65-00218, then Standrad Steel Spring ? (2/44), then General Steel Casting 2, then M&B 44, then sold to Railway Supply Co. and leased to Kaiser Agricultural Chemicals, renumbered 44.
(3) 88 was originally U.S. Navy Swealls Point, Va. 10, then USN 65-00143, then M&B 88 (1961), then sold to Cary Yates and scrapped.
(5) 99 was originally L&N 99, then M&B 99 (1970), then sold to Inman Service Co.

HOBBY CLUB

Conducted by Sy Reich

ELECTRIC RAILROADERS ASSOCIATION, where good juice historians get together, has many dedicated electric enthusiasts. Among those in the East are E. Jay Quinby, Steve Maguire, Roger Arcara, Dave Klapper, George Abere, and Jerry Landau.

One ERA-er whom we miss seeing around our office is *Interesting Railfan* George Horn, formerly of the New York City area but now living in California at 1075 Space Parkway, Mountain View, and working on the Muni in San Francisco. George has a tremendous knowledge of juice lines and how they are operated, especially in the Northeast. Recently he waxed nostalgic about his old stamping ground, particularly the old New York, Westchester & Boston, about which Roger Arcara, formerly of our editorial staff, wrote a memorable book.

"On New Year's Eve in 1937," George recalls, "I turned down an invitation to a party to participate in an historic event that got little notice in the press, namely, the last run on a great railroad, the NYW&B, that had been serving New York's northern run on a great railroad, the NYW&B, that had been serving New York's northern suburbs for decades. I remember riding the old Third Avenue El up to 133rd Street station in the Bronx and walking through a ramp to the terminal. The once-busy waiting room was desolate and being boarded up for the closing.

"At 11:59 p.m., I bought the final ticket from the agent, who then closed down the ticket office—and a career of many years. With a few other riders, who'd later have to find other means of transportation, I boarded the two-car train, which left promptly at midnight for North Avenue in New Rochelle, N.Y. The engineer let me ride up front with him and watch the roadway ahead, lit by a powerful headlight, as snowflakes began to fall. At various stops along the line, passengers getting off bade farewell to the train crew. The end of the line was reached at 12:26 a.m.

"I took a few pictures of the car interiors and the agent closing the station doors. It was sad to think of the men who'd unemployed after been years of dedicated railway service. I returned home by taking a trolley to 241st Street and White Plains Road, and the IRT subway from there. New Yorkers today still ride over a portion of that old railroad which is now part of the IRT Dyer Avenue line. Suburbanites crowd the highways or other commuter lines to go to work, or are no longer employed in the city. I find it hard to believe that more than four decades have passed since that cold, snowy night, when a million-dollar railroad faded into memories."

ILLINOIS CENTRAL GULF railfans like John Ferry of Gulf Mobile & Ohio Historical Society; Ray Molner, St. Louis-NRHS; Charlie Stats of the Chicago Chapter, R&LHS; Keith White of the Memphis-NRHS, and Frank White ed. of *Midwestern Rails,* among others, might be interested in knowing that ICG has sent legal notices to newspapers to indicate that applications will be filed with the Interstate Commerce Commission within the next three years for abandonment of these lines: New Holland, to Havana, Ill.; Havana District, Reevesville, to Rosiclare, Ill.; Golconda District, Clarksville, to Nashville, Tenn.; Evansville District, Kevil, to Barlow, Ky.; East Cairo District, Belzoni to Tutweiler, Miss.; Sunflower District, Danforth to Lula, Miss.; Helena District, Fernwood to Kokomo, Miss.; Fernwood District, Lexie to Tylertown, Miss.; Bogue Chitto District, North Slidell to Covington, La.; Shore Lines District, Lives, to Humboldt, Tenn., and Union City District.

Also, the following five lines are under study as possible future candidates for abandonment: Mexico to Fulton, Mo., Mexico District; Mattoon, Ill., to Evansville, Ind., Mattoon District; Evansville, Ind., to Clarksville, Tenn., Evansville District; Morganfield, to Uniontown, Ky., Uniontown District. Blackford to Clay, Ky.; and Wheatcroft, to Providence, Ky., Providence District. So, while there is still time, I couldn't think of a better way to spend a few autumnal hours than with the trusty old camera out voyaging along in and around some of these locales.

YOU MAY HAVE READ magazine notices about the 2102 Boosters. This zealous volunteer group of railfans and preservationists in Pittsburgh, Pa., area is seeking funds to keep ex-Reading 4-8-4 No. 2102 in operation. They need donations for repairs to the locomotive. The group is also making available historic bits of info connected with the 2102. Let's keep the 4-8-4 under steam! Contact 2102 Boosters, P.O. Box 484-2102, Bridgeville, Pa. 15017.

ELSEWHERE in the Keystone State, with cooler weather, shorter days longer nights, and more time for indoor activities, a good place to spend it would be at the Altoona Public Library. Available there are photos of Pennsy locomotives, cars, maintenance-of-way equipment, and early days along the PRR. The pix are made from some 13,000 negatives which found their way to the library after the Pennsylvania-New York Central merger in the 1960s. That's the library at 1600 Fifth Ave., Altoona, Pa. 16602.

J.C. BELL, ed. of *The Turnout,* published by the Toronto & York Div., Canadian Railroad Historical Association, has an editorial that should be of interest to the camera-toting hobbyists.

Ward Kimball, Grizzly Flats Railroad Museum, 8910 Ardendale Ave., San Gabriel, Calif. 91775

(Left) Dramatic shot of ex-Reading 2102 highballing out of Elizabeth, N.J., on fan trip in Feb. '72. No. 2102 Booster Club hopes to raise money to keep her running. (Above) Railway & Locomotive Historical Society members in ex-Sierra coach on Hetch-Hetchy trip at Mather, Calif., May 25, 1947.

Says J.C.: "While doing some recent railfanning during the visit of BCR No. 2860, I couldn't help but notice how some railfans used their heads and acted in a responsible and safe manner, while others, in my opinion, were taking chances and acting very foolishly. Those in the first group stood well back of the tracks to take their photos and stepped back even further when trains approached.

"Some of the second group were too close to the tracks and, to get a better shot, even stepped right between the rails when a train approached. I also noticed some of the second group walking past signs saying 'No Trespassing Beyond This Point.' When the train was on display, some were noticed getting in the way of the crew personnel trying to do their jobs. We, as railfans, have a duty, and that duty is acting in a safe and responsible manner. Railway employes have a job to do, so keep out of their way and let them do it."

GRANT S. ALLEN, 711 Spring St., Sausalito, Calif. 94965, says he is writing in the historical files of the American Train Dispatchers Assn. a chronological resume of the three different phases of the dispatchers offices at Sacramento from about 1936 to 1950, or the time that he was working there. It covers the period of WW2 and accomplishments (on the WP) as a railroad during that period.

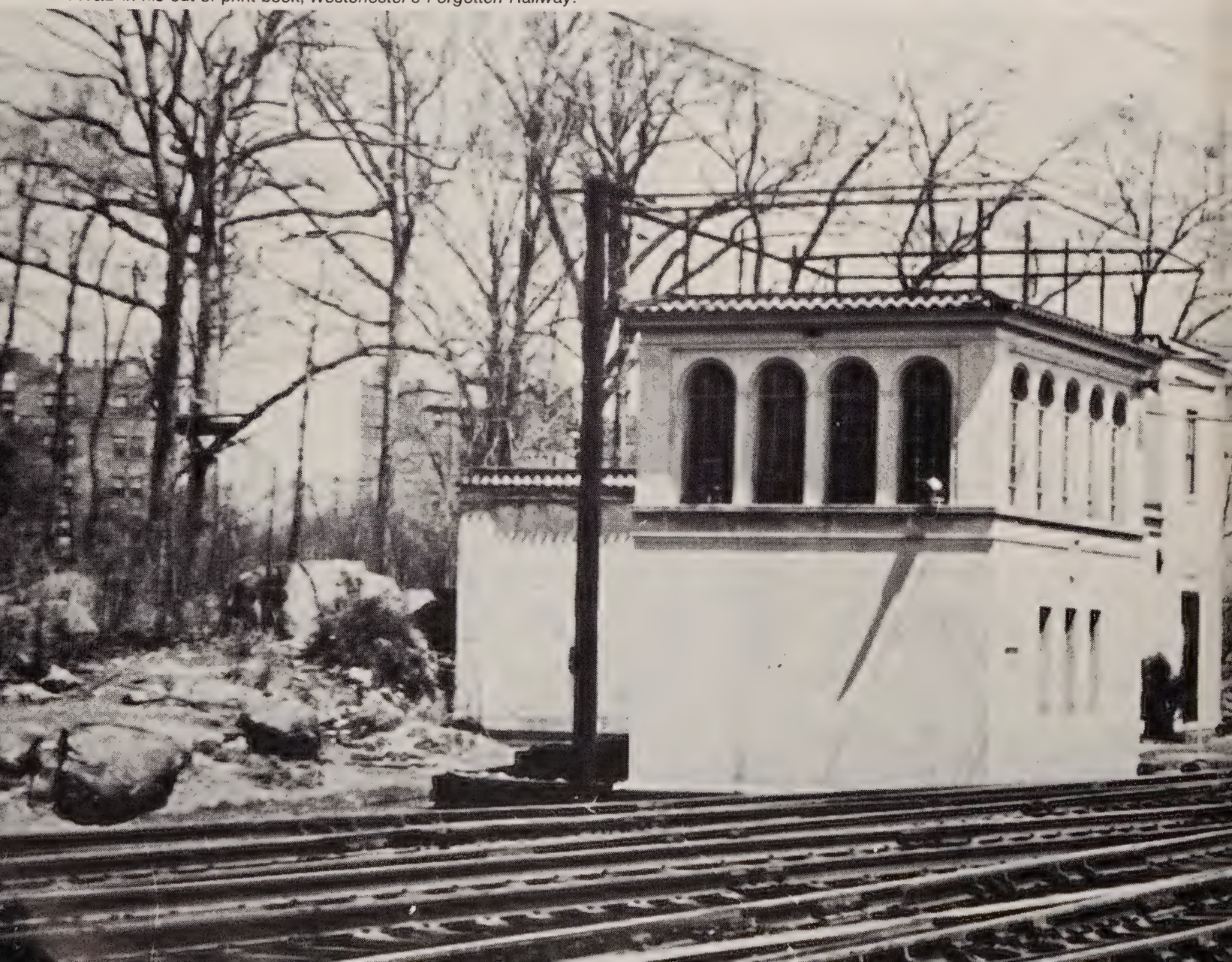
FURTHER NORTH, in Oregon, Bill Bain, Ed Immes, and Pacific Northwest-NRHS, taking well deserved plaudits for a job well done on their recent NRHS national convention, report that PNW has acquired another passenger car—former Espee instruction car 115. Originally, it was lounge car 2934, built by American Car & Foundry in 1924. It will be leased to Tacoma-NRHS and Steam Inc. (Project 1364) for a nominal sum as the Pacific Northwest Chapter's show of support for the effort to restore Northern Pacific 4-6-0 No. 1364 to running condition. Tacoma Chapter and Steam Inc. paid the shipping charges and will maintain and provide storage space for the ex-SP car indefinitely. Project 1364 is worthy of your support.

ROY BREWER, 4425 S. Fannin, Amarillo, Texas 79110, reports the last telegraph dispatch relay line in the country was closed March 1. Located at Lincoln, Neb., it relayed messages to the Dakotas. W9LHL, Cecil Holmes, national president of the Morse Telegraph Club, was invited to participate in the ceremonies.

A GOOD FRIEND of this column and railroad frequency listener is Bob Clere, P.O. Box 111, Windsor Locks, Conn. 06096. Another Connecticut railroad frequency fan is Dick Gillespie, Jr., 835 Ponus Ridge Rd., New Canaan 06840. Says Bob; "A series of books published by Action Radio Information Systems, Inc., Box 3072, Bakerton, W. Va. 25410, covers frequencies of railroads, police, fire, cities, towns, and ambulances. I have been using this listing for over a year and it seems reliable. Each book covers a specific section of the country and lists the frequency, associated name, transmitter city, type of service, call sign, number of base stations and mobiles.

"Unfortunately, it does not identify

New York, Westchester & Boston Railway train from White Plains, southbound thru Mt. Vernon, Jct., N.Y., years ago. Roger Arcara covered NYW&B in his out of print book, *Westchester's Forgotten Railway*.



what the various frequencies are used for. Case in point: Penn Central frequencies for Conn. are as follows: 160.41 Penn Central Comm. Co. KS??, Saugatuck; Penn Central Trans. Co. KT7334, West Haven, 160.56; Penn Central Comm. Co. KCE450 New Haven, 160.80; Penn Central Comm. Co. KAQ980 Griswold, KJN857 Guilford; KJN860 Groton; KJN861 Old Saybrook; KSK952 New Haven; and Trustees Prop. Penn Central Comm. Co. KNJ715 Hartford, KVH239.

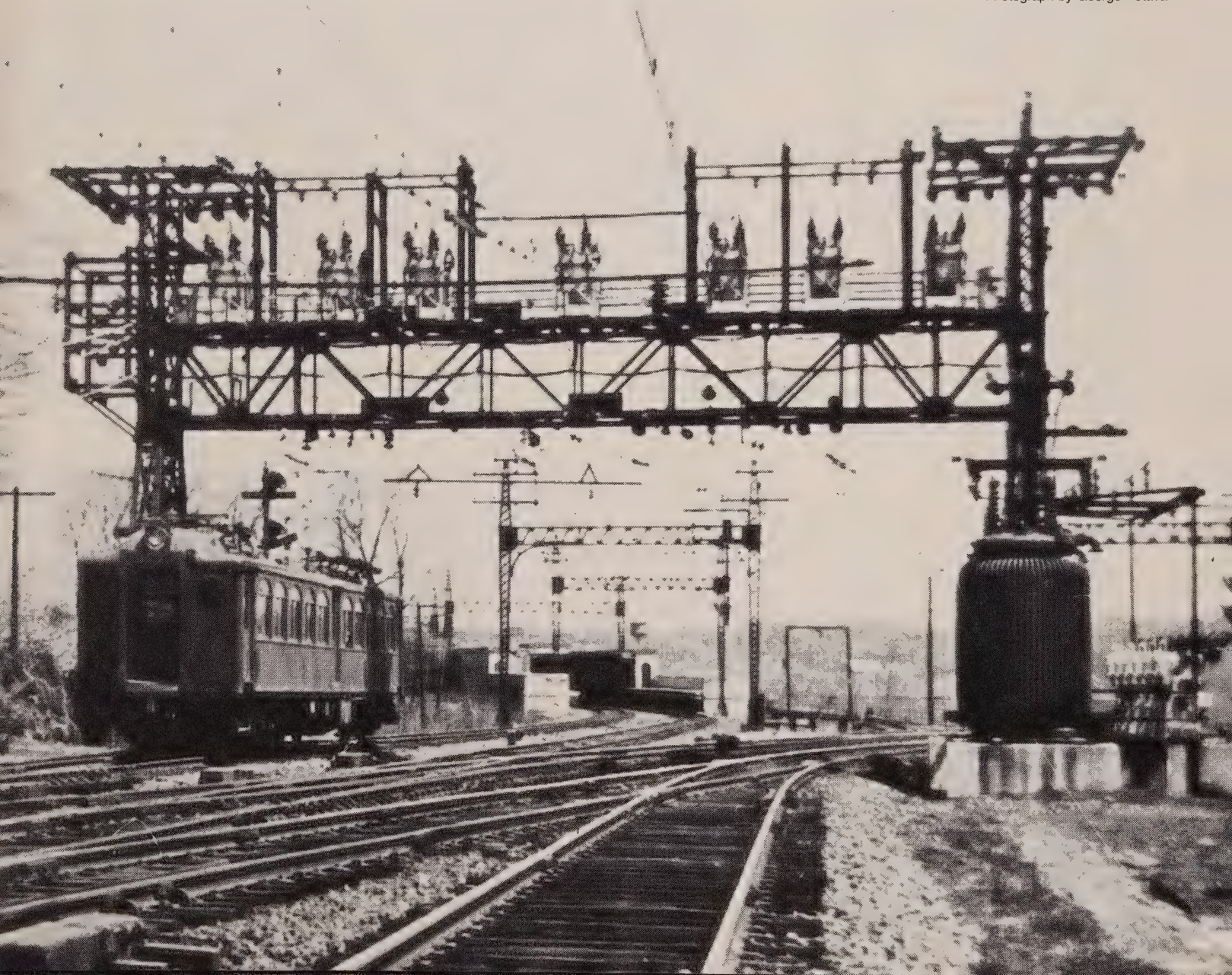
"And, 161.07 Penn Central Comm. Co. KNJ851 Milford; KSK960 Bridgeport; KSK951 Fairfield; KSK952 New Haven; KSK953 South Norwalk, KSL472 Cos Cob; Trustees of prop. Penn Central Transp. Co. KTO472 Cos Cob; KTT990 New Haven; KVH239 Oxford; KVJ715 Hartford; Penn Central Comm. Co. KZO373 Hartford 161.13, Trustees of prop. etc. KVJ714 Hartford, KVH238 Oxford Penn Central Comm. Co. KYW837 New Haven; 161.16 Penn Central Comm. Co. KTO472 Cos Cob; 161.22 Penn Central Comm. Co. KSQ932 Saugatuck; Penn Central Comm. Co. KTT991 West Haven; 161.28 Penn Central Comm. Co. KJN851 Milford; KSK950 Bridgeport, KSK951 Fairfield; KSK953 South Norwalk, KSL472 Cos Cob; KTO472 Cos Cob; Trustees, etc. KTT990 New Haven. Can anyone tell me what these eight different frequencies are used for?"

"Scanner fans might be interested in the following frequencies covering trains 48 and 49: Rochester, N.Y.: 160.80 Conrail, 161.07 Conrail, 160.23 B&O, 160.32 B&O, 160.53 B&O. Syracuse-Albany, N.Y.: 160.80 Conrail, 160.98 Conrail, 161.07 Conrail, 161.13 Conrail (M&W?), 160.59 Delaware & Hudson. Albany-Pittsfield, Mass.: 160.80 Conrail, 161.07 Conrail, 161.13 Conrail, 160.80 Delaware & Hudson."

BELL is a small town in north central Florida, near Gainesville. A Seaboard Coast Line spur serves it. Bell Dryers is the only industry in town and cannot support the spur's continued existence. SCL plans to close the 8-mile section between Bell and Craggs, where there is an active woodyard. Eliminating railway service to Bell would be a negative impact on Bell Dryers and the community. This area would be ideal for a working rail museum. The section to be abandoned passes through a unique geological feature called the Waccasassa Flats, a heavily wooded wet area of great beauty. East of the Craggs woodyard the line passes through farm country as it heads east to the SCL mainline intersection at Buda some seven miles away.

The track is in very bad condition over the section between Bell and Craggs. Rebuilding the roadbed would be a major expense, but a cooperative effort among the Bell Dryers, SCL, NRHS, and local rail historical societies might bring about an economic revival and perhaps a small amount of freight traffic from new industry that would locate in Bell if railroad service is assured. Anyone interested? If so, contact Richard W. Winters, Planner, Barr, Dunlop & Associates, Inc., 1719 South Gadsden St., P.O. Box 5885, Tallahassee, Fla. 32301. ●

Photograph by George Votava



SWITCH LIST

All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill O'Brien, advertising manager, Railroad Magazine, 150 E. 58th Street, 35th Floor, New York, N.Y. 10022. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: October issue closed July 15.)

O and W Material for Sale: for free list send SSAE to: Ontario and Western, Chapter NRHS, Box 713, Middletown, N.Y. 10940.

Books by Sheldon King: "Trolleys to Cayuga Lake Park," 44 pages, 38 photos, roster, track maps, $5. "Trolleys of the Triple Cities," 45 pages, 52 photos, roster, maps, $5. "New York State Railways" (Rochester, Syracuse, Oneida, Utica), 128 pages, 165 photos, rosters, maps, $9. (New Yorkers add sales tax.)—Whithall Mall Service, 109 E. First St., Elmira, N.Y. 14901.

For Sale: Original 35 mm slides railroad and traction, eastern, midwestern U.S. and Canada.—Harold A. Smith, Lock Box A-1196, Grand Central Station, New York, N.Y. 10017.

Wanted: Steam, diesel-electric and electric locomotive operating and service manuals, textbooks and instructions. Also want air brake and train-handling books and textbooks, rr rulebooks and back issues of Locomotive Engineers Journal and BLF&E's magazine.—R.J. McKay, P.O. Box 623, Little River, TX 76554.

Chesapeake and Ohio 1979 Calendar: steam and diesel, unfolds to 11 x 17". 13 excellent photos by Huddleston, Reid and Collins, action and roster. $3.25 postpaid.—C&O Historical Society, Inc., Dept. CE, 5725 Larpin Lane, Alexandria, VA 22310.

Miniature Trains, steam gas. 7¼" to 24" track gauges, partially built locomotives. Photos, details, $2.00.—"TRAINS", 105 Park St., Attleboro, Mass. 02703.

Negative List. Main line and short line steam from the 40's and 50's. Some trolleys. $1 to $3. List SSAE—Meyer, 128 Corner St., Watertown, WI. 53094.

Sealed Bids of one thousand dollars or better accepted on bell from 1886 Santa Fe train 092. Documentation and picture for one dollar SASE.—Write P.O. Box 46, Grapeview, Wash. 98546.

Dining Car China—60 patterns from 28 railroads; silverware, playing cards, menus. SSE for new list.—Anderson Route, 2765 Quail Ave. North, Golden Valley, Minn. 55422.

Wanted: 1925/6, 1927, 1928 PRR wall calendar posters in regular or glossy.—M.J.H. Tarnopol, Box 375, Cornwall, N.Y. 12518.

Railroad Lanterns of the 1880's reproduced in copper, brass and tinplate with standard signal lamp glassware, made exactly as the originals. Brochure $1.00.—Bidwell Railway Lamps, Box 107, Titusville, N.J. 08560.

We Sell beautiful postage stamps and first-day covers depicting railroading around the world. Send for our no-obligation, postage paid approvals.—Stamps Galore, 2409 John, Superior, Wis. 54880.

Wanted: Steel tire from a steam locomotive drive wheel for use as a fire gong.—A. Brodrick, Box 869, Setauket, N.Y. 11733.

Ed Gardner's Pictorial Scrapbooks Available—Central Railroad of New Jersey, a 24 page scrapbook of 46 scarce postcard train, station, right of way views, complete system map, Sandy Hook Steamer schedule, pictures and page story of Ashley Planes only $1.50 copy postpaid. Postcard scenes along the Baltimore & Ohio Railroad, Vo. 1, a scrapbook of 68 old postcard views, $1.50 postpaid. Early Lackawanna scrapbook, cover, Lackawanna station, Owego, N.Y., schedules of Passaic & Delaware Branch, Chester Branch, Susses RR of N.J. with 17 rare postcard views, plus 1915 list of all junction points, engine, water stations, locomotive roster, and more. 24 pages of interesting material $1.50 postpaid. List of other pictorial scrapbooks on request. Send check or money order for scrapbooks of your choice to Ed Gardner, 22 Garden Avenue, Mountaintop, Penn. 18707.

For Sale German American Nostalgia: Copies of original map produced 1853 in Germany for travellers to North America, Canada, Calif., and Texas. 29" x 21", $50.00 postage and insurance included. Railways and such being built, mailstreets, telegraphs etc. marked.—MAP, Box 147, Claymont, Del. 19703.

PRR Builders PHOTOS, 8 x 10 B & W steam, electric, diesel, passenger and freight from PRR library and other collections. Send $2 for sample photo and list or $.50 for list only to Frank Simeone, 1203 86th St., Brooklyn, N.Y. 11228.

Back Issues Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman, Model Trains, others. SSE for list.—J. Alker, 1054 Mayflower Court, Martinsville, N.J. 08836.

1979 New England Railroad Calendar—13 exciting steam, diesel, and electric pictures, open to 11" x 17", $3.50 postpaid. Latest catalog, 15¢ stamp.—Comet Films, Box 8741, Boston, Mass. 02114.

Victoriana Ticket Dispenser Cabinet: wood, roll top door. 36" high x 24" diam. x 11" depth. Interior slats having original clay balls. SSE; list. Want: quality railroadiana.—T & L Railroad, 4512 Montrose, Houston, Tex. 77006.

Railroad Emblem Decorator Wall Plaques—handcrafted replicas, 26 tackboard miniatures mounted 7 x 8". Nine large approximately 16". Send for description, prices to Wm. S. Alcavage, 3111 Kearsarge Ave., Camden, N.J. 08104.

Wanted: Original or duplicate color slides of street cars in Sofia, Bulgaria; Cairo and Alexandria, Egypt; Singapore; Detroit, Michigan; (deck and arch roof cars); Alicante, Spain; Toledo, Ohio; Bergen, Norway; and Irkutski, Siberia. Send me prices.—James Smith, 12104 Brighton Ave., Cleveland, Ohio 44111.

Members Slides—Repronar reproduced, Kodak processed. SSAE and $1.00 for list #3 and sample to Hawk Mountain Chapter NRHS, Dept. C, P.O. Box 372, Allentown, PA. 18105.

Help! Keep 2102 Under Steam—Ex-Reading 4-8-4 faces a red board. Due to a complex financial situation, this majestic locomotive may not operate again. YOU CAN HELP. Write today for details, send a self-addressed envelope to 2102 Boosters, P.O. Box 484-2102, Bridgeville, Pa. 15017.

Railroad Artifacts—SSE for November list. Six SSE's for next six lists. Also buying railroad china, locks, silver, badges, etc.—Railroad Artifacts, 1131 Maryvale, Cheektowaga, N.Y. 14225.

For Sale: List of passenger train schedules. Will consider selling all or part. Send $2.00 cash for list.—David Kiesling, 1728 W. Farwell, Apt. 102, Chicago, Ill. 60626.

Railroadiana For Sale And Wanted To Buy—Send SSE with *specific* requests.—Nestle's Railroadiana, R.D. #2, Greenwich, N.Y. 12834.

Michigan Timetable Reprints: 1927 Ann Arbor 75¢, 1909 LS&MS $1.00, 1919 Michigan Central $1.50, 1905 Pere Marquette $1.50. SSAE list.—MCRR, 5220 Texas, Kalamazoo, Mich. 49009.

Railroad Stock Certificates! Catalog plus beautiful certificate $2. I also buy stocks, bonds, Western railroad passes & timetables—write!—Ken Prag, Box 531R, Burlingame, Calif. 94010.

Locomotives 1-999 of the Jersey Central—soft cover, 109 pages, 8½ x 11, all time rosters, covers rebuilding and renumbering, more than 100 large photographs, 25 diagrams. Diesel section will be published later. $7.50 postpaid.—Railroadians of America, 270 W. Colfax Ave., Roselle Park, N.J. 07204.

Rails South—information, news and photos of southern railroads. Six big bi-monthly issues for $4.00 if you act now! Send check to White Publishing, Box 286-A, Geneseo, Ill. 61254.

Retirement Business: 34,000 color and b&w slides, stock, photos, magazines, books, complete office and darkroom equipment. $12,000 or ? time payments. $1 and LSSAE. 35 Slides, Box 6098, Colorado Springs, Colo. 80934.

Buffalo & Lake Erie: N.W. Pennsylvania traction maps, 224 pages, roster, 450 illustrations, $9.50. Johnstown & Gloversville Railroad: 139 pages of maps, photos, $4.95. William Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

For Sale Kodachrome original & duplicate color slides of MN&S, SOO, other Midwestern railroads. Send 50¢ stamps & list.—A.T. Hennek, 312 Liberty Park, New Prague, MN 56071.

Original Color Slides of first generation to present model diesels of Class 1 roads for sale. LIST $2.00. SSE.—Conniff, P.O. Box 9686, Jackson, Miss. 39206.

Original Color Slides For Sale of short line diesels from south, southeast, southwest, midwest. List $1.50 SSE.—Conniff, P.O. Box 9686, Jackson, Miss. 39202. ●

Coming Events

(No charge for listing here)

Oct. 28 & 29: Autumn Leaves Special 17-car train pulled by No. 610, lv. Atlanta (Peachtree sta.) 10 a.m. for Tocca, Ga.; return both days 5:30 p.m. Photo run-bys. County fair, flea market. Adults $22, kids $20. Write Autumn Leaves Specials, 1844 W. Rugby Ave., College Park, Ga. 30337.

Oct. 28 & 29: Spartanburg to Erwin, both days on the Clinchfield, Piedmond Carolinas-NRHS, c/o Bentley Photo Center, Park Rd., Shopping Center, Charlotte, N.C.

Oct. 25-29: Northern Triangle Trip via CNR over 2000 miles, mainly through remote northern Ontario and Quebec, incl. trip to Montreal, Quebec City, sponsored by Michigan Railroad Club. Fare $265; $50 deposit per person. Contact Eugene Sussex, 19934 Pierse Ave., Detroit, Mich. 48219.

Oct. 28: Electric and steam rail excur. to Strasburg R.R. sponsored by Washington, D.C.-NRHS. Special train consist of Amfleet coaches, restored ex Pennsy GG-1 4935, scenic route. Lv. Washington Union Station, 8 a.m.-return about 9:30 p.m. BBQ lunch $3. Tickets info from Strasburg Special, P.O. Box 456, Laurel, Md. 20810. SSE.

Oct. 31: Nevada Day parade with Carson City Railroad Assn., Carson City, Nev.

Nov. 3-5: Tourist Railway Assn., convention in Wilmington, Del., hosted by Historic Red Clay Valley, Inc., operator of Wilmington & Western R.R. Write Henry Dickinson Jr., 109 W. Ashland Ave., Glenolden, Pa. 19036.

Nov. 4: one-day rail excur. Mexicali, Baja Calif., to Puerto Penasco, Sonora roundtrip. Lv. 8:45 a.m., return about 9 p.m. Charter buses from San Diego. Reservations a must. Contact Frank Kearney, Pacific Southwest Ry. Museum Assn., P.O. Box 12096, San Diego, Calif. 92112.

Nov. 5, 12, 19: Model RR Club of Toronto, Ont., open house, 37 Hanna Ave., door 8, 1-5 p.m., all dates. Adults $1.25, kids 25¢. Info from James A. Whatley, c/o MRCT.

Nov. 5: Train Meet, Country Lakes Vol. Fire Co., Firehouse Rd., Browns Mills, N.J., 9 a.m.-4 p.m. Family $5, individual $2.50, kids under 18 $1.25. Refreshments, model rr. films all day. Details from John Warrick, CLFC, P.O. Box 518, Firehouse Rd., Browns Mills, N.J. 08015.

Nov. 5: East Coast Railroadiana show and sale. Over 150 tables of railroadiana for sale at Gaithersburg (Md.) Fairgrounds (near Washington, D.C.) Info from Charles Miller, 3106 N. Rochester St., Arlington, Va. 22213.

Nov. 11-Jan. 7: Edaville annual Christmas decoration spectacular. Steam around cranberry bogs. Weekdays 4-9 p.m., weekends 2-9 p.m., closed Thanksgiving and Christmas. Edaville R.R., South Carver, Mass.

Nov. 25, 26: Dec. 2, 3, 9, 10: Santa Claus trips, Morris County Central, Newfoundland, N.J.

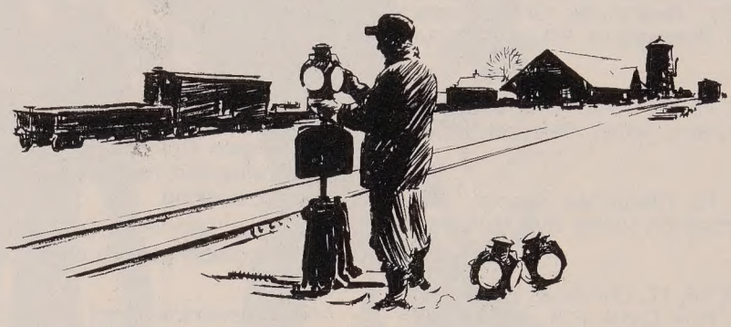
Nov. 12: Railroadiana and model swap meet, flea market at Gold Coast R.R., 3398 S.W. 9th Ave., Ft. Lauderdale, Fla. Admission free. Tour Pullman Ferdinand Magellan. Space for your table by donation. Details from Robt. L. Harris, Secretary, GCRR.

Nov. 19-Dec. 3: Aztec Adventure on private Aztec Special through rugged, scenic Mexican locales. Write Pacific Railroad Society, P.O. Box 70, East Irvine, Calif. 92650.

Nov. 18-19: 8th annual model rail show, Kean College, Morris Ave., Union, N.J., 10 a.m.-5 p.m., includes railroadiana. Adults $1.50, kids 75¢. Write Paul Mallery, The Model RR Club, Inc., Box 1146, Union, N.J. 07083.

Nov. 19: Waterfront Electric Ry. first annual model rr. flea market and displays, Yorkshire Hall, 4017 Lagrange St., Toledo, 11 a.m.-4 p.m. Tables $5 advance, at door $8. Admission $1, family $2.50. Query, with SSE, Charles Pauken, 1405 Harvard Blvd., Toledo, Ohio 43614.

Nov. 26: Suffolk County Model RR Engrs., 10 a.m.-3 p.m., K. of C. Hall, Hawthorne Ave., East Islip, N.Y. Buy, sell, trade trains,



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all gages and scales, other railroadiana. Adults $2, kids under 12 free. Contact Ed Jablonsky, 25 Race Pl., Oakdale, N.Y. 11769.

Dec. 2: Carson City Railroad Assn., annual Railroad Show. Info from CCRA, P.O. Box 2245, Carson City, Nev. 89701.

Dec. 2: Swap Meet sponsored by Central Okla. Railfan Assn., Central Okla.-NRHS, 12 noon-5 p.m., Omniplex, N.E. 52nd & Eastern Ave., Oklahoma City, Okla. Admission free. Tables $2. Contact Ed Birch, Jr., tele. 405 751-3047.

Dec. 2 & 9: annual train show, basement, St. Paul's Episcopal Church, Fairfield, Conn., 10 a.m.-5 p.m. Info from Richard Moore (203) 259-7177.

Dec. 2 & 3: third annual Santa Claus Specials. Ticket reservations only. Hocking Valley Scenic Ry., Nelsonville, Ohio. Contact HVSR, 2366 Shrewsbury Rd., Columbus, Ohio 43221.

Dec. 8-10: 15-17; 21-23: Christmas runs with Santa Claus, Valley Railroad, Essex, Conn.

Dec. 9 & 10: Christmas Special. Monticello & Sangamon Valley Ry., Monticello, Ill.

Dec. 9, 10; 16, 17: Christmas Express, 10 a.m.-3 p.m., Pine Creek R.R., Allaire State Park, N.J. Museum of Transportation, Farmingdale, N.J.

Dec. 9, 10; 16, 17: Santa Claus Specials, New Hope & Ivyland R.R., New Hope, Pa. ●

Vivee Cabrera

Rebecca P. Sanchez

Pen Pals Wanted

(No charge for listing in this section)

Miss Vivee Cabrera (age 19), 33 Clarita Village, Punta Princesa, Cebu City, Philippines; enjoys cooking, badminton, tennis, writing to pen pals.

Bill Dinn (age 26), 104-09 Metropolitan Ave., Forest Hills, N.Y. 11375; interested in making male and female friends across the U.S., especially southern, midwestern, western states.

Miss Rebecca P. Sanchez (age 20), 12-A Rivera St., Talipapa, Novaliches, Quezon City 3006 Philippines; enjoys skating, biking, badminton, playing guitar.

Charles Hunter (age 16), 1701 Bluebonnet St., Denison, Tex. 75020; railfan and "future conductor" seeks train orders from any railroad.

Miss Ninian C. Ruiz (age 18), San Fernando, Bukdinon, Philippines; likes to dance and play guitar.

Alonzo Watt (age 22), 2608 Briggs Ave., Apt. 1B, Bronx, N.Y. 10458; will answer all letters from Amtrak service attendants and conductors re: job possibilities; call (212) 298-9805.

Mlle. Florence Hunot (age 14), 3 Rue de Dourdan, 78120 Rambouillet, Near Paris, France; railroader's daughter will write to railman's daughter in English or French; enjoys volleyball, reading, pop music.

Miss Florita Solon Baratbate (age 29), 245 Ba. Camputhaw, Purok 8, Cebu City 6401 Philippines; BSEED graduate will write to pen pals in English.

Garth Mosher, c/o Commissionaires Information Desk NDMC, Alta Vista Dr., Ottawa, Ont., Canada K1A OK6; wants to hear from Philippino ladies interested in a future in Canada through marriage.

Miss Dommio Cabajar, 20 V. Rama St., Cebu City, Philippines; stamp collector enjoys cooking, writing to pen pals.

Mlle. Martine Lolive (age 13), 4 allée Charles Dubin, 87100 Limoges, France; railroader's daughter collects stamps, swims. Will write in English or French to railman's daughter.

A.L. Byers, 511 N. 82 St., Kansas City, Kan. 66112; trades date nails, employee timetables, pencils, barbed wire, pole nails.

Miss Fanny P. Cabajar (age 27), 3-Houses, 778 Tanglao Compound, Balibago, Angelas City, Philippines; hobbies include crocheting, drawing, cooking.

Thomas Hill, P.O. Box 66, Ottawa, Ill. 61350; collects playing cards put out by railroads.

Miss Geraldine Untal (age 15), 14 Hijodromo St., Cebu City, Philippines; plays basketball, volleyball, badminton; will answer all letters.

Mrs. Vanda Gensen (age 21), 17/2 Anderson St., Henley Bch. Sth., South Australia 5022; will write only to railfanettes or wives of railfans; likes to knit, cook; loves pets.

Miss Vibiestre Narcisa (age 21), Montaneza, Malabuyor, Cebu 6432, Philippines.

Kevin Lamar, 605 Penhale Ave., Campbell, Ohio 44405; boy scout collects railroad seals, emblems, badges.

Mlle. Nadege Rullier (age 11), 3 allée Gabriel Fauré, 93110-Rosnysous-Bois, France; railroader's daughter will write to railman's daughter in English; interests include music, football, swimming.

Harold A. Nicholson, 15 Marionville Park, Edinburgh, Scotland EH 7 6AR; collects photos, postcards of Scottish village railway depots, carriages. ●

James
J. Hill
in 1883

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